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Co-Ownership

Owner's Corner:
Piper Navajo

Daher Kodiak
Series III

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Contents

SEPTEMBER 2021 • VOL. 25, NO. 9

Editor's Briefing

2 Owner-Pilots at NBAA
by Rebecca Groom Jacobs

4 Setting Up a Co-Ownership
by Jim Robb

4



6



6 Kodiak 100 Series III
First Time Flying
the STOL Turboprop
by Deanna Wallace

10 Back in the Left Seat
Steps for Returning to the
Cockpit After a Break
by Thomas P. Turner

10



18 As the Crow Flies
Embarking on a Car
Search by Airplane
by Kevin Ware

From the Flight Deck

22 Aviation Alphabet
Groups
An (ex)Airline Pilot Spends
Eight Days at Oshkosh AirVenture
by Kevin Dingman

26



Owner's Corner

26 Circling Back to
the Piper Navajo
by Jim Lum

On Final

32 A Horse of the
Same Color
by David Miller

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Editor's Briefing

by Rebecca Groom Jacobs



Owner-Pilots at NBAA

Are you planning to attend the National Business Aviation Convention & Exhibition (NBAA-BACE) next month? Here are a few highlights encompassing single-pilot operations and safety worth considering – including a new owner-pilot dedicated pavilion.

Single-Pilot Safety Standdown

October 11

Three business aviation safety sessions geared toward single-pilot flights and focused on integrating decision making, safety risk management and safety assurance processes. Learn how pre-planning options and creating sound, consistent routines will enhance your operational safety.

Also, assimilate the major components of an effective proactive safety system in a discussion with the acting chairman of the National Transportation Safety Board and active single-pilot, Bruce Landsberg. A full agenda for the standdown can be found online (nbaa.org).

Owner-Pilot Operator Pavilion

October 12 and 13

For the first time, NBAA will feature an Owner/Single-Pilot Operator Pavilion. The (air-conditioned) pavilion will be located at the outdoor aircraft display at

Henderson Executive Airport and feature sessions tailored to single-pilot turboprop and jet operators – plus various networking opportunities.

“Owner-pilots are not just a key part of the business aviation community: they’re innovators, thought leaders and groundbreaking entrepreneurs,” said Andrew Broom, NBAA senior vice president for strategy, marketing and innovation. “This pavilion is more than just a place to gather – it’s a new platform for fostering deeply shared peer connections, to everyone’s benefit. We’re pleased to partner with the owner-pilot groups on this exciting new initiative.”

Textron Aviation will kick off the sponsored presentations, with a full schedule being announced closer to the event’s start.

National Safety Forum

October 14

A half-day forum focused on flying safely and celebrating the professionals that put safety above all else. Tony Kern, author and chief executive officer and chief learning officer for Convergent Performance; Mike Graham, board member, National Transportation Safety Board (NTSB); and Tony Cortés, director of aviation safety at EagleView, will come together for a town-hall-style discussion covering key perspectives of what defines leadership and excellence in aviation safety, and how aviation professionals and pilots can identify potential risks and avoid them.

What’s to Come

With two years now behind us since the last NBAA, we can surely expect a build-up of exciting company announcements and updates from the show. The press conference lineup includes Tamarack Aerospace, FlightAware, SmartSky Networks, Embraer, Blackhawk Aerospace, Daher and others.

“New products and innovations for the future – that’s at the heart of business aviation, and it’s what NBAA conventions are all about,” said Chris Strong, NBAA’s senior vice president of events. “It’s clear that over the past year, people and companies have kept an eye on the horizon, and they’re going to talk about their plans at this year’s show.”

I hope to see you there!

A handwritten signature of Rebecca Groom Jacobs in black ink.

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Setting Up a Co-Ownership

by Jim Robb



Joe and his partner in a CPA firm, Bill, have gotten a new contract for services for a company on the other side of the state of Pennsylvania, about 125 miles away. It takes almost three hours to get there by car due to traffic and back roads. So, they decide to buy an aircraft to shorten the trip. Besides, Joe has a place in Myrtle Beach where he would like to fly for weekends rather than the 10-hour drive. And Bill has a son a few hundred miles away he likes to visit. So, they buy a Cessna 182 in great shape, with low time, and up-to-date avionics.

They decide on a co-ownership personally rather than putting the plane in the business name to avoid putting the business at risk, on the advice of a friend that is a real estate lawyer. After all, most of their trips will be personal anyway.

Joe gets a call from a Myrtle Beach neighbor who needs to set up business accounts for a new business he is setting up. So, Joe combines his usual long weekend with a meeting Saturday morning with his neighbor. Landing at Myrtle Beach, Joe lands in a 30 mph crosswind and loses control of the aircraft, running into a Gulfstream in the runup area, causing a fire and killing a prominent businessman. Joe and Bill are both sued for \$5 million. Bill wonders why he is included in the lawsuit since he was

not connected to the trip. But since there was a business meeting for their CPA firm connected to the trip, it was a joint venture for the business, and both partners can be liable.

Clients often ask me about what precautions to take when owning an aircraft with another person or entity. Should they just check “Co-Owner” on their FAA Application for Registration? How about “Partnership”?

First, remember that registration with the FAA does not define what a relationship legally is. So, if you check that you are to be co-owners, but then you act as partners in a business or joint venture, you are partners in the eyes of the law. So what, you might ask. Well, if your partner is flying the aircraft and is negligent and injures someone, or damages property, like Joe in the example above, guess who is also liable? All the partners. But you have insurance, right? Sure, unless you purchased the insurance as co-owners, and there is an “exclusion” for operating the aircraft in a business. And what are the insurance limits? If only \$1 million, that would not cover the claim in the example.

And if you truly are co-owners, what are the issues? While you are not liable for each other's negligence, you still can be responsible for ownership liability, such as

failure to maintain the aircraft (e.g., failing to comply with a mandatory AD Notice), which causes mechanical failure and an accident. Both co-owners can be liable to anyone injured or killed or for any property damage. Hopefully, insurance will cover, but again, check exclusions such as flying an unairworthy aircraft.

But how much can that cost? I have had wrongful death cases where over \$5 million was claimed for the death of a CEO of a company with a family. And there have been wrongful death recoveries at or over that amount, depending on the state law and the economic and general damages attendant to the particular person(s) killed or seriously injured.

What is the solution? I routinely advise my clients against either type of ownership and rather advise setting up a new entity, such as a corporation or limited liability company (LLC) to own the aircraft. My home state of Delaware is a great place for setting these up, with minimal complexity and excellent service. Which entity you select is often based upon advice from your accountant for tax reasons. But if that is not an issue, I usually suggest a corporation.

LLCs are relatively new. The first ones were authorized in Wyoming in 1977, with Delaware coming along in 1991. As such, they may not be as well recognized by courts as corporations (around for centuries), especially in other states, when claiming they are the owner of an aircraft, as opposed to the members of the LLC. This can result in

personal liability for the members. Unlike corporations, LLCs have no by-laws, are not required to hold annual meetings, do not have to file annual reports with the state, etc. So, the "records" that might be presented to prove legitimacy may well just be the Certificate of Formation, the Member Certificates, the Operating Agreement, and the financial documentation. So, a court might decide the LLC is a sham, especially in a state where they are not well recognized.

On the other hand, a corporation is much more formal and more likely recognized as legitimate if set up and operated properly. This means usually having an attorney set it up, getting a "corporate kit" with corporate seal, by-laws, share certificates, initial and annual meeting forms, shareholder lists and contributions, etc. Then setting up a bank account in the corporation's name, always being billed for aircraft service in the corporation's name, paying with a corporate check, making all contracts in the corporate name, etc. Not doing all these things can also lead to a court deciding the corporation is not legitimate and "piercing the corporate veil." **T&T**

Jim Robb is an aviation attorney and holds an ATP Certificate ASMEI with type ratings. Have questions or want to learn more about co-ownerships? Contact Jim at jarobb@aol.com.



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Kodiak 100 Series III

First Time Flying the STOL Turboprop

by Deanna Wallace



PHOTO COURTESY OF SEABREE BROWN

I have a problem I have been working on over the years – the art of saying “no.” As a corporate pilot and flight instructor, I spend a considerable amount of time in the air and get very few calendar days off. When I do manage to get a day off, only the most interesting activities will derail me from my well-laid plans for the day – such was the case recently.

I received a phone call from Joe Casey, a friend and industry peer, with a scheduling conflict that he hoped I could help him resolve. Joe is one of those pilots who can simply fly anything, and as such, he gets the opportunity to fly and write about many different aircraft types. From this phone call, I learned he had such an opportunity, but it conflicted with another flying obligation on his calendar. When he asked if I had a day free, I fully expected him to try to pawn his trip off on me so he could stay home to demo this aircraft, but instead, he offered me the opportunity to fly something I had

never flown and he thought I would enjoy – the Daher Kodiak 100. I eagerly agreed to the flight.

First Impressions

Mark Brown, chief demo pilot and Kodiak sales director, showed up at our east Texas location with a beautiful, glossy, grey and black painted Kodiak. As I made my way to where it was parked, the first thing that struck me was the prop being in the “wrong” position for a PT6 engine. Typically, when a PT6 is shut down, the propeller stops in the feathered position due to the loss of oil pressure. This propeller was clearly not feathered, looking much more like a TPE-331 (or Garrett, if you prefer) engine on the ramp. I noted the oddity and added it to my list of questions to ask Mark when he caught up to me walking around the aircraft. It turns out that pitch-latch propellers are standard equipment on the Kodiak 100 Series III PT6A-34 engines. The airplane requires no modifications if adding floats to the

aircraft, allowing operators to maneuver around docks more easily.

Having a seaplane rating but no turbine seaplane experience, I found this information highly interesting. As a pilot and longtime flight instructor, I love gaining new knowledge and am often reminded, “you don’t know what you don’t know.” As I continued my walkaround, I noted the Kodiak boasts extra-large cabin access doors, additional cargo space in the pod under the belly of the aircraft, and two separate cockpit entry doors. Suddenly, the King Air I regularly fly felt like a small, confined space, and I wondered how I ever managed to fit a piece of luggage through its single, airstair entry door.

More than patient with me and others who had wandered over to admire the aircraft up close, Mark answered questions and talked about the performance and handling characteristics of the plane as I continued taking it all in. To say I could not wait to fire it up

and fly was a huge understatement, and I briefly wondered how I was going to run everyone else away from the aircraft long enough to get the doors closed and the engine started. After I was positive I touched every surface, moved everything movable, opened and closed everything with a door, read all placards, and asked all the questions I could think of without sounding like I had not done any homework on the aircraft, we finally closed it all up and made our way to the cockpit – sitting high above the Series III's standard 29-inch tires.

I was thrilled to find that my 5-foot tall self had no trouble climbing into the high cockpit and adjusting the seat so I would have a full range of travel from all control surfaces. Being able to see over the panel and out the window was a bonus as far as I was concerned. I had long ago learned that most pilots are over 5 feet tall, and I was used to giving up my forward-viewing range out the window for full control reach, unaided, in many aircraft. I mentally added this aircraft to the list of planes I would love to fly regularly simply because the functional, ergonomic cockpit design left me not having to compromise viewpoint for control reach without adding cushions to the seat. It's the little things that make or break a flying experience and this experience was off to a good start before I ever started the engine.

Time to Fly

Eager to see the Kodiak's touted short field takeoff characteristics in action (and mildly disappointed we were on pavement and not grass), I taxied to the runway to see if we could really get this aircraft airborne in less than 1,000 feet. Mark talked me through the takeoff procedure after we ran the pre-takeoff checklists and I lined up, ready to watch for the 1,000-foot runway markings as we rolled down the runway. Did it take off in less than 1,000 feet? I have no idea! As I applied power during the rolling start, I glanced down at the torque-meter momentarily to ensure takeoff power was set and by the time I looked back up, literal seconds later, we were airborne. I'd bet most of what was in



PHOTO COURTESY OF MARK BROWN



PHOTO BY AUTHOR

my pocket at the time it was pretty close to the advertised 1,000 feet, even with my slow power application.

After running the climb checklist, we headed out to the local practice area for maneuvers. While interesting to look at for its unique design, the Kodiak's "discontinuous leading edge" wing allows the pilot to retain full aileron control in a stall, offering a huge safety advantage that other aircraft of comparable size can't compete with. I maneuvered the plane into a slow, circling turn, trimmed the controls, removed my hands from the yoke, and watched while the aircraft pivoted about a point on its wingtip with no effort and a turning radius less than that of a small Cessna. With the autopilot disengaged, the aircraft continued the turn in a stable, 30-degree bank at 70 KIAS with no change until I stopped the turn with a nudge

to the yoke. It truly is one of the most stable platforms I've ever flown. Low, slow, and controllable even in a stall, the Kodiak was living up to all its advertised hype on this demo flight.

When I had seen all I needed and was done playing with various configurations, we headed back to the airport for the requisite three takeoffs and landings I insisted I needed to get "Kodiak current." My first approach was a little faster than necessary because who would have guessed the Kodiak approaches a runway slower than a Cessna 172? The second landing I felt better about, but Mark noted I was hesitant to really raise the nose for a proper flare. By the third landing, I felt comfortable that I'd be able to hit my target airspeed and landing attitude. The aircraft settled to the runway and we effortlessly made the first taxiway located 2,400 feet from



The Kodiak's "discontinuous leading edge" wing allows the pilot to retain full aileron control in a stall.

the threshold. It was clear this aircraft could have come to a complete stop in far less distance than I asked of it. Mark pretended he let me do all the landings unassisted and I was smiling all the way to the parking area.

Latest Features

What else does the Series III aircraft boast? A standard landing weight of 7,255 lbs and a lowered, nearly eliminated, zero fuel weight are new selling points for owners looking for more versatility. But, one of the biggest perks of Kodiak 100 Series III ownership is the maintenance program, covering scheduled maintenance up to the fourth annual inspection or up to 1,000 flight hours total time, whichever comes first. Additionally, according to Daher, each new Series III comes with 400 hours of Pratt & Whitney ESP coverage, a year of CAMP maintenance tracking, and one year of Garmin NavData subscriptions.

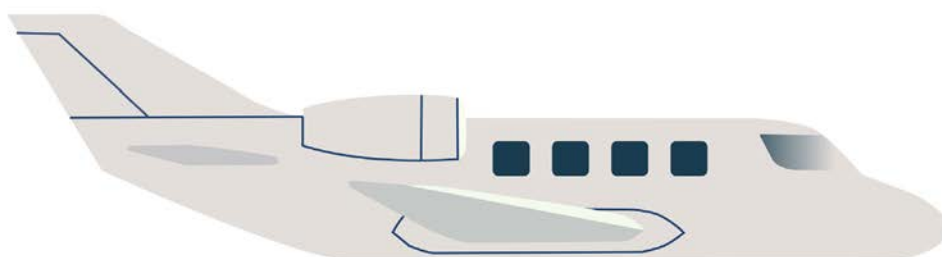
While the Kodiak 100 may not be the sleekest or fastest aircraft on the ramp, it carries an understated beauty that

suggests to anyone viewing it that it is there to work hard for its owner. The aircraft's payload, docile handling characteristics, short-field takeoff and landing characteristics, and ample space make it ideal for backcountry strips, floats and improved airports alike. Its range, reasonable low altitude fuel burn, and the reliability of a turboprop make it an economical choice without sacrificing payload or safety. If you have not had a chance to check out the Kodiak for yourself, you are missing out on a gem that's been hiding in plain sight since 2007. **T&T**

Deanna Wallace has amassed over 8,000 flight hours and is a Gold Seal CFI/CFII/MEI. From her base in Texas, she flies Part 91 managed King Airs, ferries aircraft worldwide, and actively instructs owner-pilots in the PA46 piston and turbine series aircraft. You can contact Deanna at deanna@flycasey.com.



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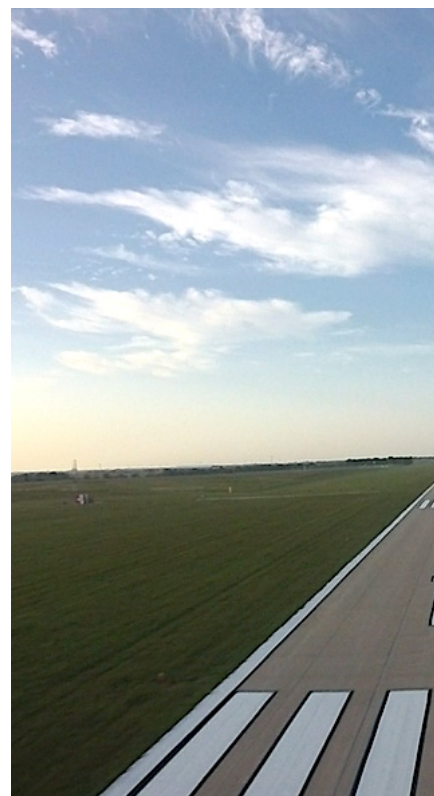
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BACK IN THE LEFT SEAT

STEPS FOR RETURNING TO THE COCKPIT AFTER A BREAK

by **Thomas P. Turner**

Not everything can be blamed on COVID, but the (hopefully) fading pandemic is certainly one reason you may not have logged a lot of time in the left seat in the last year or so. I was a little surprised to see in my logbook that I'd flown 67 hours in 2020, and almost that much in the first half of 2021 – given that much of my flight time is usually as an instructor, and for a big part of 2020 not much of that was happening, I am fortunate to have flown much in the last year and a half at all.

But forget about global apocalypses (please). An extended illness, a change in business or employment, family or financial circumstances, or an extensive aircraft upgrade, modification or damage recovery can all result in a month – or three, or six, or more – away from the left seat. When the circumstances change and you return to the cockpit of your personal airliner, what might you do to smooth your transition back into the left seat?



Just as with checklist use, use your return to the cockpit to spur making practice and self-evaluation a normal routine no matter how often you fly.

The Usual Advice

Of course, your recency of experience may require something formal to restore your left-seat privileges. You may need a Flight Review or an Instrument Proficiency Check. If you're flying Part 135 or 91K you may need even more. Depending on the type of aircraft you fly and the insurance company that financially backs both your airplane and your flying ability, you may have to take recurrent training, maybe even some time in a simulator.

But say you're not captaining something with a regulatory or insurance-based training mandate, at least not one that expired since the last time you flew. With the right entries in your logbook, you may not need anything more than three new takeoffs and landings before carrying passengers in night IMC. Is that still a good idea?

You might consider bringing another pilot along on your first few trips to help out or simply keep an eye on things (i.e., you). Even if it's only a desktop PC-based recreational device, some time on a simulator or Flight Training Device would certainly help you get back in the game.

The usual advice is still sound. If you've been away from the cockpit for a month or more, but not so long that you are required to take some training, it's still a very good idea to engage a flight instructor and get a quality control check on your work.

Make it a full Flight Review – that's only two hours of your time, at minimum, so it's a good, low-cost way to ease yourself back into the left seat. If you plan to fly IFR, you can combine this with or add an IPC or at least a few approaches, holds and missed approaches to re-sharpen your skills before turning yourself loose in the system. I'm always going to say that a little flight instruction as quality control will go a long way if you're a little rusty.

But in preparation for that instruction, as an adjunct to “dual received” benefits, and in general to get you back up to the speed you enjoyed



You have access to one of the best training devices – the airplane itself. Spend some quality time in the pilot's seat getting reacquainted.

before whatever got you down, what more unique suggestions might you consider?

Seat Time

No matter what you fly, you have easy access to one of the best training devices – the airplane itself. Spend some quality time in the pilot's seat getting reacquainted. Look around and review where everything is. Close your eyes and point to selected devices – the oil temperature gauge, the backup altimeter, the autopilot and electric trim circuit breakers. Touch an item, open your eyes and score your results. This “blindfold cockpit test” is a staple of military pilot training but is not often taught in the civilian world.

I had to pass such a test before I was permitted to solo the mighty T-41A Mescalero, the U.S. Air Force Flight Screening Program's barely-militarized 1965/1967 Cessna 172s. I've included this level of familiarity for myself in my civilian flying, evaluating myself on it occasionally even now, and encourage you to attain this level of familiarity with your airplane as well. If you've been away from the cockpit for a while, this is a good way to get yourself back into the groove.

Take the control wheel in your hand. Grasp the throttles or power levers. Close your eyes and visualize

a takeoff. Advance to takeoff power and add the right amount of pressure to the wheel. Think about what you'll see – power comes up, oil pressure and temperature check, airspeed comes alive, you track the centerline with your feet, then rotation speed, pitch up, and establish initial climb. Stop short of moving the landing gear handle (you're still on the ground, after all). But make a few mental takeoffs with as much kinesthetic feedback as possible (feeling and moving controls) to practice a few takeoffs before you actually fly them. Do the same with virtual landings. Get your head back in the flying game, even before you fly.

Now, do the same thing with emergency procedures. Run through the motions of emergency procedures memory items – engine failure, electrical fire, emergency descent, trim runaway and more. To the extent safely possible, actually move switches and controls to rebuild that muscle memory. Practice until you can complete the trim runway procedure with your attention still focused outside the windscreen or on the primary attitude display. Do the same with the procedure for an engine failure during initial climb, for an electrical fire, and for an emergency descent. Use your cockpit procedures trainer, the airplane itself sitting still on the ground. When you're done, complete the Shutdown and Securing checklists to put everything back into place for the next flight, whether virtual or real.

Book a Flight

Take this opportunity to get back in the books. Read Section VII, Systems Description, of your airplane's Flight Manual or Pilot's Operating Handbook. I guarantee you'll learn something new, or at least re-learn something you knew but have forgotten. Most pilots are very familiar with the Normal and Emergency checklists, but far fewer have taken the time to thoroughly read the Systems Description. Even if you had, they call it "refresher" training for a reason. Refresh your memory, and learn something new, but reading Section VII.



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Similarly, make a good review of the AFM/POH Supplement for your airplane's autopilot system and the number one navigation device (usually a GPS/COMM). You shouldn't need an excuse to review these occasionally, but if you do need one, here it is...you're returning from hiatus to the cockpit.

Reset Your Personal Minimums

Don't try to be a hero. For at least the first few flights back in the left seat, be extremely conservative with your personal minimums. If at all possible, get a few flights under your belt in visual conditions before attempting any IMC alone at all. You can file and fly IFR (assuming you're still current or just earned an IPC), but do so in clear air to help ease you back into the system. When you do resume flying in IMC, hold yourself to higher minimums until you are fully comfortable and competent back in the clouds.

Return Flights

As you return to actual flying, focus on these techniques to restore your flying skills:

Checklists: Use your checklists like you were taking your Airline Transport Pilot checkride. If anything, exaggerate your use of printed checklists. Checklists do three things. Checklists reinforce:

- The **actions** you take for each change in airplane configuration and phase of flight, in other words, *what you do when*;
- The **sequence** of those actions, that is, the *order* in which you do them; and
- The **pace** of your actions in each operation or flight-phase change – how quickly, or more often, how *deliberately* you perform those steps.

Checklists can be used to attain and retain skill. You don't need to do checklists as challenge-and-response, read-a-step, do-a-step. In fact, that's

a strategy for failure in a single-pilot cockpit as it distracts you from your primary job of flying the airplane. But once you have the skills don't throw the checklists over your shoulder onto the back seat. Take the actions you've learned, in the order and at the speed you've learned them, and then as time permits, reference the printed checklist to ensure you haven't forgotten something – which is even more critical when you've been out of the cockpit for a while.

One more thing about checklists. One of their greatest benefits is often overlooked, especially by experienced pilots who are very current in the airplane they fly. Checklists protect against complacency, with that last quality control check to catch when you miss something precisely because it's all so familiar to you. So as you use your checklists to help you regain your flying skills after some time away, commit to continuing to use them like a professional to guard

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against complacency as well as simple forgetfulness.

Skill-building: As you begin flying, practice some specific tasks to regain and add to your skills. Use the flight director for an initial pitch reference on takeoff. Make a short- or soft-field takeoff. Done right, this won't overly unnerve most passengers, and it sharpens your skills without any additional flight time or cost. Use your navigator's VNAV function. Consistent with actual ATC requirements, give yourself a crossing restriction and fly to achieve it. Aim for a specific touchdown spot on landing (you should do this all the time anyway). If you're flying a leg without passengers, throw in a steep turn and a go-around. When you're done, grade yourself on your performance – what you did right, what you need to work on, and what you'd do differently next time. Just as with checklist use, use your return to the cockpit to spur making this kind of practice and self-evaluation a normal routine no matter how often you fly.

Emergency procedures: Find that stack of old 5x7 index cards you have in the back of your desk that you've not used since the introduction of the Palm Pilot. On one side of each card write an emergency condition: engine failure, engine fire, emergency descent, electrical fire, pressurization loss, whatever applies to the airplane you fly. On the back of each card list the memory steps of the appropriate checklist. If your handbook does not specifically identify them in bold or red print, use your judgment to select those things you think must be done from memory because there isn't time to pull out the checklist at the onset of each emergency.

Keep this stack of cards in your airplane where you can reach them while strapped in. During your cockpit procedures, practice on the ground, pull a card at random and perform the memory steps. Do the same in cruise flight. Don't actually move switches and controls in flight, of course, but move your hands (and head) through the motions of each emergency. Do this once or twice during the low-workload en route phase of normal trips to turn some of the in-air

downtime into productive emergency skills enhancement.

For most experienced pilot's it's not difficult to get back up to speed quickly after a period of flying inactivity if you've been well trained and have good personal operating procedures. The re-immersion process will go much more quickly if you use deliberate practice techniques to overcome the effects of being out of the left seat. And a period of downtime might be just the push you need to sharpen your skills even more, not only for your immediate return to the cockpit but to become an even more professional pilot for as long as you fly. **T&T**

Thomas P. Turner is an ATP CFII/MEI, holds a master's Degree in Aviation Safety, and was the 2010 National FAA Safety Team Representative of the Year. Subscribe to Tom's free FLYING LESSONS Weekly e-newsletter at www.mastery-flight-training.com.

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266	BEECHJET 400A
195	BOEING BBJ
503	CHALLENGER 300
40	CHALLENGER 600
26	CHALLENGER 601-1A
121	CHALLENGER 601-3A
54	CHALLENGER 601-3R
325	CHALLENGER 604
7	CHALLENGER 800
148	CITATION 500
340	CITATION 525
318	CITATION BRAVO
187	CITATION CJ1
96	CITATION CJ1+
240	CITATION CJ2
225	CITATION CJ2+
476	CITATION CJ3
174	CITATION CJ3+
368	CITATION CJ4
189	CITATION ENCORE
74	CITATION ENCORE+
392	CITATION EXCEL
14	CITATION I
280	CITATION I/SP
445	CITATION II
54	CITATION II/SP
155	CITATION III
124	CITATION LATITUDE
247	CITATION M2
467	CITATION MUSTANG
130	CITATION S/II
323	CITATION SOVEREIGN
105	CITATION SOVEREIGN+
310	CITATION ULTRA

285	CITATION V
31	CITATION VI
122	CITATION VII
329	CITATION X
38	CITATION X+
253	CITATION XLS
301	CITATION XLS+
1	DIAMOND I
32	DIAMOND IA
16	DORNIER ENVOY 3
304	ECLIPSE EA500
75	EMBRAER LEGACY 500
100	EMBRAER LEGACY 600
53	EMBRAER LEGACY 650
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242	FALCON 2000
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34	FALCON 20C
15	FALCON 20C-5
17	FALCON 20D
1	FALCON 20D-5
10	FALCON 20E
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602	GULFSTREAM G-550

27	GULFSTREAM G-II
12	GULFSTREAM G-IIB
111	GULFSTREAM G-III
175	GULFSTREAM G-IV
338	GULFSTREAM G-IVSP
204	GULFSTREAM G-V
38	HAWKER 1000A
2	HAWKER 125-1A
2	HAWKER 125-1AS
12	HAWKER 125-400AS
2	HAWKER 125-600A
1	HAWKER 125-600AS
61	HAWKER 125-700A
72	HAWKER 4000
223	HAWKER 400XP
44	HAWKER 750
153	HAWKER 800A
14	HAWKER 800B
398	HAWKER 800XP
42	HAWKER 800XPI
88	HAWKER 850XP
187	HAWKER 900XP
2	JET COMMANDER 1121
2	JET COMMANDER 1121B
2	JETSTAR 731
4	LEARJET 23
12	LEARJET 24
2	LEARJET 24A
7	LEARJET 24B
20	LEARJET 24D
8	LEARJET 24E
6	LEARJET 24F
4	LEARJET 25
19	LEARJET 25B
4	LEARJET 25C
45	LEARJET 25D
4	LEARJET 28
32	LEARJET 31
182	LEARJET 31A
26	LEARJET 35
398	LEARJET 35A
21	LEARJET 36
33	LEARJET 36A

32	LEARJET 40
243	LEARJET 45
225	LEARJET 45XR
92	LEARJET 55
6	LEARJET 55B
8	LEARJET 55C
307	LEARJET 60
623	PILATUS PC-12/45
149	PREMIER I
1	SABRELINER 40
7	SABRELINER 40A
2	SABRELINER 40EL
2	SABRELINER 40R
4	SABRELINER 60
5	SABRELINER 60ELXM
68	SABRELINER 65
7	SABRELINER 80
1	SABRELINER 80SC
67	WESTWIND 1
1	WESTWIND 1123
14	WESTWIND 1124
50	WESTWIND 2

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1,523	CARAVAN 208B
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8 MERLIN III
22 MERLIN IIIA

44 MERLIN IIIB
14 MERLIN IIIC
3 MERLIN IV
11 MERLIN IV-A
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12 MITSUBISHI MU-2L
25 MITSUBISHI MU-2M
24 MITSUBISHI MU-2N
29 MITSUBISHI MU-2P
47 MITSUBISHI SOLITAIRE
796 PILATUS PC-12 NG
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As The Crow Flies

Embarking on a Car Search by Airplane

by Kevin Ware



The area I live in Washington state was originally settled by people arriving by boat. Even the original native inhabitants got around almost exclusively using canoes. With generally calm sea conditions and a plethora of coves, bays and islands, waterborne travel at the time was not just convenient but often the only feasible option. The problem now is that what was handy back in the days of water travel is not convenient with today's mostly road-based system. To compensate, there is a state-run ferry system plus four huge bridges. However, using this system is anything but fast or efficient. A typical ferry trip usually takes an hour, including loading and disembarking, and there is often a long wait time to board. The bridges funnel traffic to choke points which causes traffic to back up. This is all very time-consuming and awkward.

But, as it happens, there is a surplus of underutilized general aviation airports. Nearly every major town in the

Puget Sound area has its own rather large airport, with the size and runway lengths completely out of proportion to the actual needs of the locals. This unusual situation is because following Pearl Harbor at the beginning of World War II the U.S. Army decided an invasion from the sea by Japan might be imminent, so they went about building fighter bases up and down the entire Pacific Coast. As the crow flies, they were all spaced about 50 miles apart, which was the combat operational distance for fighters of the day. These airports all occupy huge squares of land and almost always have the standard triangular runway layout required in the day of tailwheel fighters flown by inexperienced young pilots needing to land into the wind.

In the Puget Sound area alone, there are seven of these airports within less than 40 miles of each other: Bellingham (KBLI), Burlington (KBVS), Arlington (KAWO), Port Angeles (KCLM), Bremerton (KPWT), Shelton (KSHN) and Olympia

(KOLM). All seven were built with three 5,000-plus foot runways, arranged in a triangular fashion, with the most active facing into the prevailing wind and constructed in a relatively short time at the beginning of the war. The question sometimes is asked, how did the builders know what the prevailing winds were way back then? Being the practical American workers they were, the bull dozer drivers just looked at the direction of fallen trees in the woods – no extensive studies needed.

After the war, these airports were no longer considered important to national security, so the Federal government simply gave them to the local community to be used for (what was hoped to be) a vibrant future local air transport system. But, it did not quite turn out that way. For years local governments actually did not know what to do with their huge concrete covered airports and let them languish, with grass and trees growing up between cracks in the pavement, plus coyotes and deer running amok. Even today, many of them are still vastly underutilized...except by savvy general aviation pilots.

And that history lesson brings me to a flying story.

My wife and I recently decided we wanted to buy a certain type of foreign car, and we began searching online for vehicles available in the area. As it turns out, there are dealers for these cars scattered all over Puget Sound, but depending on where they are in relation to the water, getting to any one of them could easily take an entire day by car despite the fact they are only 40 miles or so away from each other as the crow flies. So, wanting to look at some of the vehicles available, I decided to call the dealers and ask if they could just meet me with the car I was interested in at their local (ex WWII) airport. "Not a problem," they all said. In fact, I think the sales guys liked the idea of temporarily getting away from the office.

The first dealer was located in Bremerton, which is on the other side of Puget Sound from where I live. Getting there would have involved at least a two-hour drive in traffic, plus a ferry trip, then another drive. Just going there and back would take all day. But, flying from my local airport (KBVS) in our Cessna 340 to Bremerton (KPWT) only took 18 minutes. We landed there with the sales guy and the car waiting in the FBO parking lot. The vehicle had a few more scratches than were apparent in the dealer's photos, so we looked up another dealer, this time located in Shelton – about a one to two-hour somewhat circuitous drive around the various inlets of south Puget Sound from Bremerton. In asking that dealer the same question, "Could you meet me at the Shelton airport in about 20 minutes?" the immediate answer was, "Sure we can." So, 15 minutes later, we are on the ramp in Shelton when the car salesman shows up with the advertised vehicle. This one, however, had a lot more miles than we wanted, so we decided to keep looking. But, this airport had a nice hamburger and milkshake serving restaurant that seems to cater mostly to skydivers, so all was not lost. We had lunch and pondered our next move.

The next dealer with the type of car we wanted to see was located in Olympia, another one to two-hour drive

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from where we were but only a 12-minute flight. We called the dealer and he said he would be glad to have one of his people meet us there with the car. Fifteen minutes later, we are on the FBO's ramp when the car pulls into the parking lot. Unfortunately, this one smelled like the previous owner had regularly smoked in it so that one also got turned down.

The sales guy then informed us of another similar car at their Chehalis site (about 40 miles down the freeway), and they could send a driver down there and bring it back. By now we are having too much fun flying the airplane to different unexpected places on a nice sunny day, so we tell the dealer if they could have that car on the Chehalis Airport (KCLS) in 15 minutes we would see it there. Now Chehalis is a bit inland from the Pacific Coast of Washington. The U.S. Army apparently was not concerned about that particular area being invaded by the Japanese, so their airport did not come for free from the U.S. Government after the war. It is the more typical compact single runway affair located fairly close to the freeway. We arrived to find the car and smiling salesman waiting and more than impressed that his potential buyer showed up in a shiny new-looking

twin-engine airplane. We drove the car around the airport perimeter road and found some problems we didn't like, so we again passed on the purchase.

Then, with our cellphones overheating, we found yet another car at a dealership. This time in La Grande, Oregon – several hundred miles away from the dreaded WWII coastal invasion threat, but only about an hour flight away in the 340. This airborne car searching activity turned out to be even more entertaining and productive than we thought, so we decided to look at that one too. La Grande is a pretty small town located on the interstate just to the northwest of Boise, Idaho, but they have a decent airport (KLGD) with a 6,000-foot runway. The dealer there told us he is located just four minutes from the airport and would be glad to meet us there in an hour. After a pleasant flight over the top of 14,500-foot Mount Rainier, we met him near the gas pumps at the airport and looked the car over. But, at that point, I think we were experiencing sensory overload from looking at too many cars. If someone brought out a brand new one plated in gold, we likely would have turned it down. Besides, the convenience of looking for cars via airplane in different areas of the state was just too much fun. We passed on the car then flew home.

An hour later, we were home for dinner and looking on the internet for additional cars that might deserve inspection via airplane. Maybe the right car will eventually show up, but if not, we will surely have more fun looking. **T&T**



Kevin Ware is an ATP who also holds CFI, MEII and helicopter ratings, has more than 10,000 hours and is typed in several different business jets. He has been flying for a living on and off since he was 20, and currently works as a contract pilot for various corporations in the Seattle area.

When not working as a pilot he is employed part time as an emergency and urgent care physician. He can be reached at kevin.ware2@aol.com.

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Aviation Alphabet Groups An (ex)Airline Pilot Spends Eight Days at Oshkosh AirVenture

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The author's retirement water cannon salute in ORD.

They say one indicator of declining mental health is you spend less time on your appearance. Take shaving, for example. But hippies avoid shaving because hair is thought to be tentacles of free-thinking. And, according to the television rendition, sages who sit atop the mountains let their beard and hair grow without cutting them short because they believe that cutting the hair means cutting the growth of one's free-spiritedness and free-thinking. Certainly, the mental health of hippies or at least the sages is beyond reproach. My hippie days are long gone (stand by for next month's hippie story). I'm certainly no sage and my mental health is great; I just don't like to shave – especially while camping.

Officially Old

While family and friends convinced me to continue with showers (including soap), I haven't shaved in weeks. And now, my access to commercial airport secure areas,

sensitive security information, the cockpit of an airliner, crew member priority lines, employee websites, and the admiration of men, women, children and supermodels have all been stripped from me. I don't think it's because I stopped shaving. After 31 years as an airline pilot, I'm now officially old in the eyes of the FAA. So, at 1214 CDST on July 20, 2021, as I taxied under a two firetruck water cannon salute to gate H-6 in ORD, I logged my last minute as a Part 121 Captain for American Airlines. Yippie?

As retirement neared over the last couple of years, many friends and coworkers described the psychological significance of transitioning from airline captain to Walmart greeter. They all said keep busy, have a hobby, find something to fly and be ready to apply salve to your ego because of that men, women, children and supermodel thing from above. After 10 years of flying the F-16, post-fighter pilot withdrawal and fighter pilot dreams persisted for multiple

EAA AIRVENTURE OSHKOSH 2021

years. I expect the same after having flown airliners for 30 years. Already, for the first five seconds of every day, I don't know where I am: a layover hotel, commuter hotel, at home or in a tent camping. I have dreams of lost luggage or my kit bag, missing uniform parts, being late for the crew van, trying to fly an airliner I've never flown, and negotiating apocalyptic weather. In anticipation of these issues, months ago I scheduled an application of ego-salve. What was the salve after the last minutes of B-737 time and being stripped of my superhero status and the first thing I did? No, not Disneyland, much better – Oshkosh.

Last year's 2020 EAA convention was canceled due to COVID, so this year was anticipated with a longing not seen in decades, especially after the success of the 2021 Sun 'n Fun fly-in. Even though there was no concert scheduled and social distancing measures were in place, EAA President Jack Pelton reported that Oshkosh aircraft arrivals as of Sunday at 5 p.m. (the day before the convention began) were already over double that of 2019 at 7,928. And since, according to the Rolling Stones, time is on my side, for the first time since 1972, I spent a full eight days camping at this year's EAA's convention (now called AirVenture). It was just what this hippie, the sages and doctor ordered and everything I expected. My roots are in GA, and the casual pace of staying for the entire convention was therapeutic. The shower thing was often cooler and a bit more public than I prefer but, as I said, family and friends insisted that I should shower. They said nothing of shaving though, so I'm not. One of the benefits of the OSH-soul-salve was a reminder of how much I love GA.

Part 121 Travel

Twelve years ago, AMR (now AAL) said not to publish anything that would insinuate that my writing represented their opinions, customers, vendors, advertisers, etc. – even though it didn't take a brain surgeon to figure out that I flew for AA. And not to bite the hand that feeds my retirement pension, but there is nothing like Oshkosh to remind us of how much freedom and convenience we are afforded through GA as opposed to the airlines. To highlight the difference, I offer this dramatization: Take a golfing and dinner trip, of reasonable distance, from one small town to another. Let's say from our home in Pierre, South Dakota, to Mt. Pleasant, Michigan, where we will play the PohlCat golf course and stay at the Soaring Eagle Casino (I'm not being compensated – I just like that golf course). It's a 690 nm trip and neither airport is served by scheduled air service.



PHOTO COURTESY OF EAA

Leave early Friday morning (for our 11:56 T-time and 6 p.m. dinner reservation) and come back Sunday evening. To emphasize the contrast in convenience, you can't use your airplane to get to the mid-sized regional airport to begin this airline adventure.

The Tedious Part

Go online and surf the jungle of travel and airline websites to find what you believe to be the best value for this trip. You will discover later, at the unattended kiosk near the ticket counter, that you forgot to pay for your SO's (significant others) carry-on. The checked bag you did pay for is overweight by 12 pounds, so you pay \$50 more and your golf clubs are an automatic \$100 each. You also can't sit next to your SO because of a glitch in the airline's reservation system. Print your boarding passes (to save \$10 each at the ticket counter) and hit the road – literally.

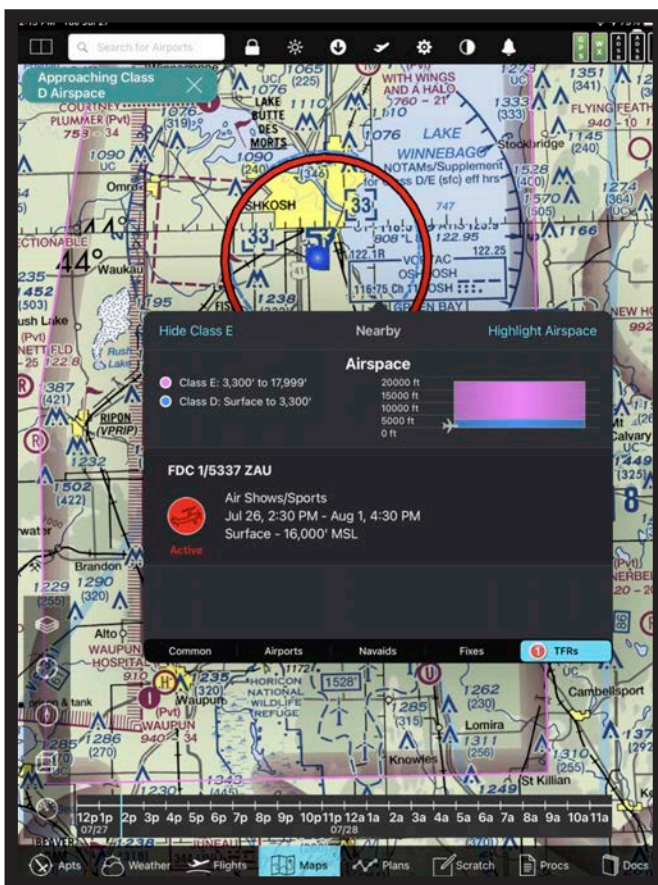
The Glamorous Part

Drive your car an hour or three to a regional airport with air service to the Big City Airport that you need to get to your connection in the next Big City Airport. Park your car a couple of miles from the terminal and pay the equivalent of your annual electronic chart subscription to park for three days. Next, head into the terminal for the glamorous part. I hope you wore clean socks, took off your belt and shoes, emptied your pockets, that you know the 3-1-1 rule about liquids and gels, and that you left every bit of your hunting gear at home in a different bag.

The Angry Part

After your flights from Regional Airport number one to Big City Airport number one to Regional Airport number two, go to baggage claim and fill out the forms needed to recover your lost \$2,500 golf clubs and your SO's checked bag that contained dinner clothes. Next, it's on to the rental car place, the one-way way out there. You begin the drive to the hotel with a bag of McDonald's on your lap because you haven't eaten all day. You shoot 105 with rental clubs and both have to send your clothes to the dry cleaner to remove the McDonald's buffalo sauce.

On Sunday morning, you repeat the process going the other direction – this time without your clubs and without



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your SO. The clubs are still lost and your SO chartered a King Air flown by two GA pilots. They offer gourmet sandwiches, strawberry shortcake and an extra dirty vodka martini (or three), all served in glassware etched with the King Air's tail number. The plane has a spotless potty that only your SO can use, plenty of legroom, and they get home six hours before you. Your SO is happy. Your clubs are delivered to your home four days later minus your Cleveland lob wedge, Callaway Epic driver and a box of embossed ProV1's. You are not happy.

Riffraff

noun.

People regarded as disreputable, bad-mannered or disorderly.

The freedom to aviate in our own aircraft across states and even continents on our schedule is a valuable privilege and not something guaranteed in other parts of the world. Our hypothetical trip would take 3.5 hours in the Duke. Adding a fuel/potty stop to keep the reserve fuel higher and the bladder level lower would add an hour. Even so, we would arrive in half the time of our airline adventure and it would be fun. We could also bring along all the gels, liquids and hunting gear we want. And we would not be exposed to the riffraff now flying commercially.

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I think you'd agree that enforcement of existing rules, regulations, policies and laws would solve many of today's issues, especially around larger cities, roads and commercial aircraft. The national news is peppered with reports of passenger misconduct, even violence. Assaults on crewmembers and fellow passengers, civil disobedience and dangerous conduct such as opening aircraft exits, assaulting the cockpit door, and throwing of objects and bodily fluids have become daily events. We have the aviation alphabet groups to thank for defending our aviation freedoms, especially AOPA, NBAA and EAA. Despite a couple of 90-degree days and a few T-storms with a tornado warning, I certainly appreciated the OSH GA soul-salve. Time is one of our most precious commodities and GA spends it wisely. By flying yourself, you can avoid the riffraff, maintain your mental health, and stay closer to both your SO and golf clubs. And for me, no need to shave. **T&T**

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

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Circling Back to the Piper Navajo

by Jim Lum, Owner-Pilot



My stepdaughter, Katie, and her husband, Drew and their son, Jake.



Jim and Dixie Lum.

We have been receiving Twin & Turbine for the last 11 years since we purchased our Piper Navajo in May 2010. During the 10 years prior to that, we owned two Piper Aztecs, an E model and an F model. These aircraft represent a full circle in my professional aviation life.

My introduction to aviation began at birth. My father was a “new hire” DC-3 co-pilot for Capital Airlines in 1956. He had spent the previous six years flying PBV's, PBM's and the B-17 for the Coast Guard. I know what your thinking – the Coast Guard didn't have B-17's, but they did. They put a spotter in the nose turret and used the airplane for long-range, over-water search missions. United Airlines and Capital merged in 1961, and my dad finished his airline career as a B-747 Captain, flying the Pacific for

United. His Airline Transport Pilot Certificate was two separate cards because he had more type ratings than could fit on one.



Retirement flight in 2013.

I officially began flying lessons at age 15, soloed at 16, then floundered along for the next few years, more interested in girls and pole vaulting than flying. By age 20, I got my act together and was flight instructing while finishing up my Bachelor of Science degree in Professional Aviation. After graduation in May of 1979, I got a job hauling canceled checks up and down the east coast in a Piper Aztec. I was thrilled! Then, two weeks later, they put a Piper Navajo on my run. I could not wipe the grin off my face. The day after turning 23, I took my ATP checkride in one of the company Aztecs. I was then moved to the people-carrying side of the business, still flying the Navajo. Fast forward 33 years to March 27, 2013, and I am making my retirement flight for TWA/American Airlines as

a Boeing 757/767 Captain. My wife, Dixie, was on board sitting in first class and got to witness the water cannon salute as we taxied to our gate in St. Louis. I will admit, as I turned the corner and saw the two fire trucks on the ramp, my eyes watered up. Confident that I had made the right decision and with no regrets to this day, it was still emotional.

Airline flying is an interesting gig. The hours are sometimes long and crazy. Commuting from DCA/IAD to JFK and later STL, which I did my entire time with TWA and AA, can be stressful and exhausting. However, one great part of airline flying is “time off” – a lot of it. Some pilots enjoy leisure activities on their days off, some develop parallel careers. I have flown alongside doctors, dentists and attorneys, not to mention many others that ran small businesses on the side. My side gig was real estate, primarily residential rental property, with a little commercial real estate as well. I bought my first piece of rental property in 1981 and I was hooked. I also purchased my first home that year for \$42,000 with an FHA loan of 17.1 percent interest – ouch! I have spent the last 40 years

buying and fixing up rental property, mostly as long-term, buy and hold investments. When Dixie and I married and blended our families, we decided to grow our business and it became her full-time job. We manage the properties ourselves, with the help of two outstanding maintenance employees and a lot of good subs.

So, when we began looking for a personal/business travel airplane, we naturally gravitated to what was familiar. There was a Piper Aztec for sale from the same person we had purchased a Tri-Pacer from a couple of years earlier. The seller took back the Tri-Pacer in the deal and we became proud owners of our first twin. We loved it and flew the heck out of it. A lot of our trips are to Ocracoke Island, North Carolina for vacation and to work on property we own there. Ocracoke is the southernmost inhabited island of the Outer Banks. It is only accessible by ferry, private boat, or airplane. It is part of a three-airport system operated by the National Park Service. There is First Flight (FFA) in Kitty Hawk (Wright Brothers fame), Billy Mitchell (HSE) on Hatteras and Ocracoke (W95). All three runways

are 3,000 feet, run NE to SW and have no fuel service (plan accordingly!). We also use our plane to visit family in Florida, Louisiana and Texas. We flew to Oshkosh for the 50th anniversary and just did Sun-n-Fun in April.

Our next purchase was a 1977 turbo-charged F-model, which we enjoyed for several years. Unfortunately, the F-model was totaled at 3 a.m. one morning while sitting on the maintenance ramp by a not-so-sober line boy driving a big airport truck. He ran into the right wing, just aft of the engine, then




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My granddaughter, Etta.

obviously panicked and backed into the stabilator. He was fired before sunrise. This was early spring of 2009. The United States was in a full-blown recession. We were deep into real estate and our vacancy rate was skyrocketing. It was time to hunker down in order to save our business. The insurance money for the Aztec was a godsend. We sold equipment we could do without and I picked up extra flying at the airline.

We put off replacing the Aztec for over a year. In the spring of 2010, we were slowly on our way out of the great recession and the hunt was on. While looking for another Aztec in Trade-a-Plane and Controller, we decided to also look at Navajos. I found a 1969 Navajo (PA31-310) with the full Colemill Panther conversion. The original (310 hp) engines were replaced with zero time 350 hp engines during the Panther conversion and only had 165 hours on them, with 1,800-hour TBO's. Winglets, four-bladed Q-tip

props, and heavy-duty brakes were also part of the conversion. As if God was looking out for us, and he was, the airplane had been repossessed from the California owner and ferried to Hanover Airport, just north of Richmond, Virginia – a short distance from our home in Winchester. I was in the maintenance shop seeking the advice of my mechanic about purchasing an older Navajo and told him we were headed down to Hanover on Friday to look at one. He said he was going to be at the Hanover Airport on Friday. The stars were aligning.

We met that Friday – Dixie, me, my mechanic and the broker. The broker said there was someone trying to lowball the bank. Tired of dealing with the other person, he told us matter of fact how low the bank would go. My mechanic looked it over, looked at the logbooks and gave it two thumbs up. I asked him about the price and whether we should buy it. He said, "If you don't, I am." He said we were

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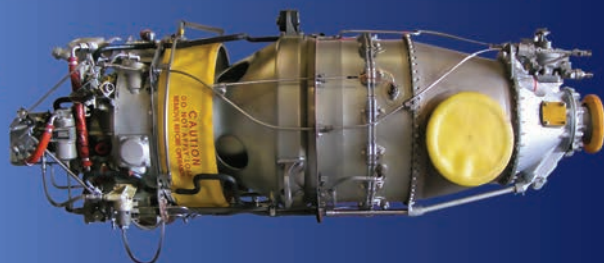
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basically paying for the engines and the airplane was included for free. Done deal! About three weeks later, after a thorough pre-buy and subsequent annual inspection, I flew it home to Winchester (KOKV). We were now proud owners of a "cabin-class" twin and new members of the Twin & Turbine family.

Our Navajo was and is the perfect airplane for us. We could pack all five of our children in it comfortably. Flights are usually Dixie, me and a dog or five (three Labs and two Yorkies). Our children and their families are scattered along the East coast within easy striking distance for the Navajo. Our neighbors recently joined us for a long weekend in Bar Harbor, Maine – an easy mission for the Navajo. We removed the two back seats (it takes five minutes to re-install them) for additional cargo and dog space. The airplane is stable and a joy to fly. The systems are simple and straightforward. I spent several years as a new hire flight engineer and first officer on the Lockheed L-1011 with TWA. The L-1011 was known as an "old man's airplane" because it was so easy to operate and fly. The Navajo is an old man's airplane. The airplane burns 36 gallons per hour in cruise (10,000 to 12,000 feet MSL) at 65 percent power, 190 to 195 knots TAS. The airplane has a built-in oxygen system, but we rarely use it. Although the Navajo burns more fuel per hour than the Aztec, we more than make up for it with the extra speed, not to mention the increase in available payload.

Since the purchase, we have added a Garmin 430W GPS/Nav/Com, JPI 760 engine analyzer, Garmin G600 instrument panel and ADS-B In and Out. We are getting ready to replace the original autopilot, which still works, with the new Garmin GFC-600. We have been waiting for Garmin to get the STC for the Navajo fleet and now they have it.

I started my airline career flying the Navajo and hope to spend the rest of my general aviation years doing the same. The thought just makes me smile! **T&T**

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19H	27K	116
19I	27L	117
19J	27M	118
19K	27N	119
19L	27O	120
19M	27P	121
19N	27Q	122
19O	27R	123
19P	27S	124
19Q	27T	125
19R	27U	126
19S	27V	127
19T	27W	128
19U	27X	129
19V	27Y	130
19W	27Z	131
19X	28A	132
19Y	28B	133
19Z	28C	134
20A	28D	135
20B	28E	136
20C	28F	137
20D	28G	138
20E	28H	139
20F	28I	140
20G	28J	141
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20I	28L	143
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20K	28N	145
20L	28O	146
20M	28P	147
20N	28Q	148
20O	28R	149
20P	28S	150
20Q	28T	151
20R	28U	152
20S	28V	153
20T	28W	154
20U	28X	155
20V	28Y	156
20W	28Z	157
20X	29A	158
20Y	29B	159
20Z	29C	160
21A	29D	161
21B	29E	162
21C	29F	163
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21R	29U	178
21S	29V	179
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21U	29X	181
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22A	30D	187
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22N	30Q	200
22O	30R	201
22P	30S	202
22Q	30T	203
22R	30U	204
22S	30V	205
22T	30W	206
22U	30X	207
22V	30Y	208
22W	30Z	209
22X	31A	210
22Y	31B	211
22Z	31C	212
23A	31D	213
23B	31E	214
23C	31F	215
23D	31G	216
23E	31H	217
23F	31I	218
23G	31J	219
23H	31K	220
23I	31L	221
23J	31M	222
23K	31N	223
2		



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A Horse of the Same Color

Recently, I mentioned that I sold my C90A King Air. I am delighted to announce that I just purchased my third Citation Mustang, likely a record for one individual. Why on earth would a rational human being sell a great King Air? Here are the answers, in order of importance:

1. I am not rational.

Longtime readers probably need no explanation, but for those of you new to Twin & Turbine, I simply love flying jets. They are quieter, smoother, in most cases faster, and simply easier to fly. Sure, they cost more to operate, but I am not rational enough to factor that into my decision-making process. Owning three Mustangs and not just keeping the first or second one is another argument for my irrationality. From a cost perspective, the turboprop does not require monthly maintenance programs like many jets, where you write a significant check based on hourly usage for parts and engine reserve costs. Thus, the monthly outlay is less. But when a part breaks in the King Air, it comes directly out of pocket. And you are rolling the dice in terms of unplanned engine maintenance. Overall, the total operating costs of the two aircraft are similar. These comments appear to be rational, and for that, I apologize.

2. Jets are easier to fly.

The Mustang certainly is. Not counting avionics, there are 90 switches and levers that can be manipulated in the C90A. In the Mustang, that number is 50. My C90A with upgraded, more powerful engines galloped down the taxiway even in beta thrust. It simply wanted to fly and it was a challenge to taxi smoothly. The Mustang quietly goes where you point it. The C90A is nose heavy and hard to land well. The Mustang, with its trailing link gear, is a pussycat. Approach speeds in the Mustang are typically almost 10 knots slower. The C90A pressurization system was designed decades prior to the Mustang and has a significantly higher workload. Mustang engine controls are FADEC and much easier to manage.

3. Peer pressure.

I am the director of Safety Education for the Citation "Jet" Pilots Association. Not the "King Air" Pilots Association. Some of my friends in the jet group have been talking about me flying a King Air behind my back. A few talked in front of my back. The pressure has been building, becoming more intense. I have not been invited to some of the secret meetings. I had to change that.

4. My wife demanded I buy the Mustang.

Okay, this one is entirely untrue. But it seems like it should be. Patty recently prepared a spreadsheet with the number of airplanes I have purchased and the number of years we have been married. This "spreadsheet" resides totally in her mind but appears to be accurate. The results indicate that I need to buy a different airplane about every three years. I owned the King Air for 19 months. Oops.

So, there you have it. I bought an 11-year-old Mustang. Very well maintained but not the prettiest one ever. I wonder what it would cost to make it the best-looking one in the fleet?

Don't tell Patty.

Fly safe. 



David Miller has owned and flown a variety of aircraft from light twins to midsize jets for more than 50 years. With 6,000 plus hours in his logbook, David is the Director of Programs and Safety Education for the Citation Jet Pilot's Safety Foundation. You can contact David at davidmiller1@sbcglobal.net.

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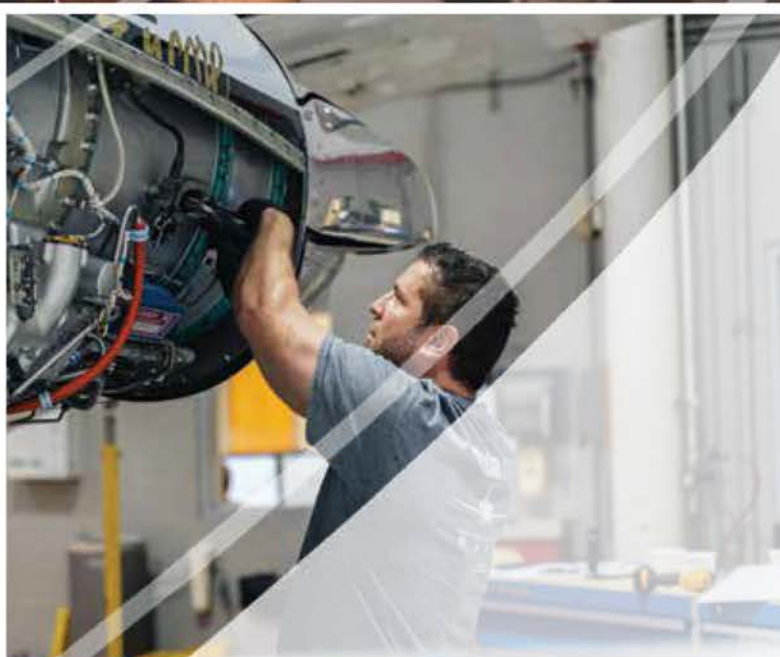


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