

*The*

AUGUST 2020

# TWIN CESSNA *Flyer*



ANNOUNCING:

## *THE TWIN CESSNA FLYER* MASTER AVIATOR PROGRAM

*Supporting Twin Cessna Owners Worldwide since 1988*

# NEW TTCF AVIATOR AWARD

by Bob Thomason, TTCF Editor

At the request of some of our younger members in the Twin Cessna community, we have added a new award to our flight proficiency recognition program: The Twin Cessna Flyer Aviator Award. This award will recognize pilots who have taken the first steps toward Twin Cessna proficiency and mastery but have not yet met the requirements for the Master Aviator Award.

The requirements for the Aviator Award are less stringent than for the Master Aviator Award but they do represent a solid level of proficiency. Adherence to the Twin Cessna Flyer Code of Conduct will still be a requirement.

The chart below shows the requirements for both awards. A detailed explanation of the program and how it was developed can be found on our website ([www.twincessna.org](http://www.twincessna.org)) on the Technical and Safety page. It was also featured in a write-up in the August 2020 issue.

As a reminder, award winners will receive a certificate of achievement, a lapel pin, and they will be recognized at our Annual Fly-In Convention.



Aviator award winners will be recognized at our Fly-In Convention in September.

A question I often get asked is whether insurance companies might give a discount for achieving the award. The Twin Cessna Flyer, along with the other type clubs who have similar awards, have approached insurance industry



executives who have told us they are not willing to give an automatic discount. They will, however, consider the award as part of the pilot/owner's total profile.

In other words, assemble all your training and safety information into a persuasive package when you submit your insurance application. This would include your sim training, your in-airplane training, your safety seminar attendance (including the TTCF Systems and Engine Seminars), any awards you've received, etc. Make the best possible case that you are a good insurance risk. This is all we can do until the insurance market softens again.



## TTCF AVIATOR AWARD PROGRAMS

### AWARD REQUIREMENTS

	MASTER AVIATOR	AWARD RETENTION	AVIATOR	AWARD RETENTION
<b>1) EXPERIENCE</b>				
<b>TOTAL FLIGHT HOURS</b>	1,200 hours	-	500 hours	-
<b>TOTAL TWIN CESSNA EXPERIENCE</b>	250 hours	100 hours a year	100 hours	50 hours a year
<b>TWIN CESSNA TIME IN PAST 12 CALENDAR MONTHS</b>	100 hours	100 hours	50 hours	50 hours
<b>INSTRUMENT CURRENCY 1/</b>	Uninterrupted Currency	Uninterrupted Currency	Achieved once during past 12 calendar months	Achieved once during past 12 calendar months
<b>NIGHT CURRENCY</b>	Achieved once during past 12 calendar months	Achieved once during past 12 calendar months	N/A	N/A
<b>VIOLATIONS</b>	No FAR violations in the past 5 years, or accidents in which the pilot was faulted in the NTSB Probable Cause	No FAR violations in the past 5 years, or accidents in which the pilot was faulted in the NTSB Probable Cause	No FAR violations in the past 5 years, or accidents in which the pilot was faulted in the NTSB Probable Cause	No FAR violations in the past 5 years, or accidents in which the pilot was faulted in the NTSB Probable Cause
<b>2) TRAINING</b>				
<b>SIMULATOR TRAINING 2/</b>	In past 12 calendar months	Every 2 years	In past 24 calendar months	Every 2 years
<b>IN-AIRCRAFT TRAINING</b>	In past 12 calendar months	In past 12 calendar months	In past 12 calendar months	In past 12 calendar months
<b>TTCF SYSTEMS AND ENGINE SEMINAR</b>	In past 5 years	In past 5 years	In past 5 years	In past 5 years
<b>TTCF ANNUAL CONVENTION</b>	In past 3 years	In past 3 years	In past 3 years	In past 3 years
<b>UPSET or AEROBATIC TRAINING</b>	In past 10 years	In past 10 years	N/A	N/A
<b>3) PRACTICES</b>	Pledge to abide by the Twin Cessna Flyer Code of Conduct	Pledge to abide by the Twin Cessna Flyer Code of Conduct	Pledge to abide by the Twin Cessna Flyer Code of Conduct	Pledge to abide by the Twin Cessna Flyer Code of Conduct
1/ Can be achieved by IPC or experience				
2/ By a recognized provider				



# THE TWIN CESSNA FLYER MASTER AVIATOR AWARD

**The Concept:** One of the goals of The Twin Cessna Flyer is to promote safe flying among our membership. To that end, in 2011 we assembled a team of expert aviators and instructors and created the TTCF Flight Risk Assessment Tool (FRAT).

We send this tool out to every new and renewing member. As of our last survey about 25% of our group uses the tool regularly. That's actually a pretty good number but we always want better participation.

In an effort to get our membership even more focused on safety, we have created and are announcing the Twin Cessna Flyer Master Aviator Award. We've borrowed this concept from other type clubs who have used it successfully. The idea is to set some goals regarding experience, training, and flight practices that members strive to achieve.

Those who achieve these standards will become Twin Cessna Flyer Master Aviators. They will receive their official award (a certificate and lapel pin) at our next annual fly-in convention which will be held at the Homestead Resort at Hot Springs, VA, on May 20 - 22. Those who can't attend will receive these items via mail.

While our hope is that insurance companies will take notice of the award, the main goal is to encourage Twin Cessna pilots to adopt flying practices that we know improve safety.

**The Team:** Our Master Aviator Award development team consisted of :

Bob Thomason, President, The Twin Cessna Flyer

Frank Bowlin, CFI, 340 Owner and Editor, IFR Magazine

Rick McGuire, CFI and owner of Aircraft Simulator Training in Burnet, TX

Dan Moore: CFI and Twin Cessna

Specialist; Watauga Flight Service and JTA Twins.

Steve Thibault: owner of FlightProficiency and 17,000 hour CFI

The following are descriptions and explanations of each of the safety categories for the Award program.

**Experience:** To meet the experience requirements of the TTCF Master Aviator Award a pilot must have 1,200 hours total flight time and 250 hours of Twin Cessna time. He/she must have flown a Twin Cessna for at least 100 hours in the last 12 calendar months. IFR currency must have been maintained during the past year via experience or an IPC. Night currency

must have been achieved at least once during the past 12 months. Finally, the pilot must have been violation-free and accident-free during the preceding five years.

These experience requirements must be met each year for the pilot to maintain his or her TTCF Master Aviator status.

**Training:** We know from experience that regular recurrent training, both in the airplane and in the simulator, are key to safe flying. In order to initially qualify for the Master Aviator Award, the pilot must have attended a simulator training course in the past 12 calendar months and to retain award status, every 24 calendar months. Further, in-aircraft training must be completed every 12

*(continued on page 24)*

TTCF MASTER AVIATOR AWARD PROGRAM		
AWARD REQUIREMENTS		
	MASTER AVIATOR	AWARD RETENTION
<b>1) EXPERIENCE</b>		
TOTAL FLIGHT HOURS	1,200 hours	-
TOTAL TWIN CESSNA EXPERIENCE	250 hours	100 hours a year
TWIN CESSNA TIME IN PAST 12 CALENDAR MONTHS	100 hours	100 hours
INSTRUMENT CURRENCY 1/	Uninterrupted Currency	Uninterrupted Currency
NIGHT CURRENCY	Achieved once during past 12 calendar months	Achieved once during past 12 months
VIOLATIONS	No FAR violations in the past 5 years or accidents in which the pilot was faulted in the NTSB Probable Cause	No FAR violations in the past 5 years or accidents in which the pilot was faulted in the NTSB Probable Cause
<b>2) TRAINING</b>		
SIMULATOR TRAINING	In past 12 calendar months	Every 2 years
IN-AIRCRAFT TRAINING	In past 12 calendar months	In past 12 calendar months
TTCF SYSTEMS AND ENGINE SEMINAR	In past 5 years	In past 5 years
TTCF ANNUAL CONVENTION	In past 3 years	In past 3 years
UPSET or AEROBATIC TRAINING	In past 10 years	In past 10 years
<b>3) PRACTICES</b>		
	Pledge to abide by the Twin Cessna Flyer Code of Conduct	Pledge to abide by the Twin Cessna Flyer Code of Conduct
1/ Can be achieved by IPC or experience		



calendar months. Each type of training has its advantages, so both are required.

The Twin Cessna Flyer offers the best available systems and engine training via its seminars, so attendance is required within the last five years to qualify and maintain status as a *TTCF Master Aviator*.

Additionally, our Annual Fly-In Conventions also have a strong safety focus with accident investigators and weather experts giving highly-rated, safety-focused presentations. To qualify for the Award, convention attendance is required every three years.

Finally, our team of experts believe that every Master Aviator needs to know how to handle an airplane in the event of an upset. We also recognize that upset or aerobatic training just makes for better pilots. Therefore, we are requiring this at least once every 10 years.

**Practices:** In addition to meeting the experience and training requirements, a Twin Cessna Flyer Master Aviator

## The Twin Cessna Flyer CODE OF CONDUCT (ver 1.0)

1. I will use the TTCF Flight Risk Assessment Tool (or equivalent) prior to every flight.
2. I will study the emergency procedures for my aircraft, determine memory items (if not already noted on checklist) and memorize them - testing myself regularly for reinforcement.
3. I will ensure my airplane has been properly fueled by either: a) observing the fueling or b) using both the smell and paper test.
4. I will mentally brief every takeoff in order to prepare for an engine failure during this critical phase of flight.
5. I will adopt the following verbal callouts: "Takeoff Checklist Complete" and "Landing Checklist Complete" and altitude call-outs on instrument approaches (1,000 feet, 500 feet, 100 feet aboveDH or MDA).
6. I will use a pulse oximeter and measure my blood/oxygen saturation anytime the cabin altitude is above 8,000 feet. I will use supplemental oxygen anytime my blood/oxygen level falls below 90%.
7. If my aircraft has electro-mechanical landing gear, I will ensure that it is re-rigged every year or 200 hours using the procedure prescribed in the Maintenance Manual.
8. I will conduct a passenger safety briefing for first-time passengers on every flight.

# MICRO VORTEX GENERATORS

- **Improved Safety & Characteristics**
- **Improved Controllability**
- **Eliminate Vmca**
- **Gross Weight Increase**
- **Zero Fuel Weight**
- **Lower Lift Off Speed**
- **Lower Stall Speeds**
- **Saves Tires & Brakes**
- **1 Day Installation**
- **Cessna Twin Micro VG Kits**  
**\$1950. to \$2950.**

*Micro VGs are installed on the leading edge of the wings and on tail surfaces and strakes are installed on the engine nacelles to help keep air attached longer at slower speeds. This reduces the Stall Speed, improves controllability, improves characteristics, creates a more stable instrument platform and gives better aileron response and rudder authority.*

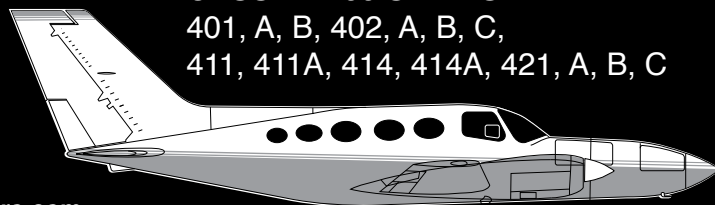
### CESSNA 300 SERIES

310G, H, I, J, K, L, N, P, Q, 310R, T310R,  
320B, C, D, E, F, 336, 337, 335, 340, 340A



### CESSNA 400 SERIES

401, A, B, 402, A, B, C,  
411, 411A, 414, 414A, 421, A, B, C



**(800) 677-2370**

4000 Airport Road, Suite D  
Anacortes, Washington 98221

**(360) 293-8082 FAX (360) 293-5499**

**micro@microaero.com http://www.microaero.com**

must agree to make his/her best efforts to utilize best practices in the cockpit. We have documented the first eight practices in The Twin Cessna Flyer Code of Conduct. We envision adding to these over time. See the facing page for the current list.

Our team felt these practices would deliver significant safety benefits while being relatively easy to adopt. We recognize many pilots are already utilizing these practices.

**Documentation:** Written documentation will be required for all requirements in the form of logbook entries, certificates of completion, etc. The document package should be mailed to: editor@twincessna.org with a request for the award. Our team will review the documentation and get back to the applicant with any follow up questions.

**Award Presentation:** The deadline for submission is May 1, 2021. Awards will be made in person at our Fly-In Convention on May 21st. Qualified recipients will receive lapel pin and an award certificate. These items will be mailed to those who cannot attend. The names of all award winners will be listed in the magazine and on our website.

We encourage every Twin Cessna Flyer member to participate in this program. Even if you are unable to qualify by May 1, 2020 we hope you will work on qualifying for the next year.

Our objective was to make the goals a stretch yet remain achievable for a large number of Twin Cessna pilots. No doubt, we'll tweak the goals over the years but the bottom line is we all need to study more, train more, fly more, and adopt professional flying practices to be as safe as we can possibly be. We use the term "Master" but one of the things I've learned over my 50 plus years of flying is that no one can ever really master flying. It's a process of continual learning and re-learning. And that's one of the things I love about it most.

I hope you join me in endeavoring to be one of the charter members of the inaugural class of Twin Cessna Flyer Master Aviators!



## The Twin Cessna Flyer - MASTER AVIATOR AWARD

*Earn Your Wings!*

**Applications Due May 1, 2021.**

**DOUBLE M AVIATION**



*I have never had a better, more honest, and more capable maintenance go to source in all my aviation career. Mike Naab (Owner of Double M Aviation) is especially well versed in the twin Cessna series, and 400 series pressurized aircraft specifically. We literally ended up with the proverbial "squawk-free" aircraft!*

*We get an amazing sense of security not only flying a super well maintained airplane, but also knowing that if a problem comes up on the road, we have a great go-to guy in Mike that can help bail us out.*

**-Kevin Jordan, Business Jet Enterprises, Texas**



**863-940-3450 | doublemaviation.com**  
**Lakeland, Florida | KLAL**



## AVIATOR AWARD APPLICATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

TTCF Member #: \_\_\_\_\_ Email: \_\_\_\_\_

Check how you would like to receive your award:

\_\_\_\_\_ I will be attending the 2021 Convention in Hot Springs, VA on Sept. 15 - 18, 2021.

\_\_\_\_\_ Please mail the award to me at the above address.

I certify the following:

**Experience** (provide copies of appropriate logbook entries):

- ✓ I have 500 total flight time
- ✓ I have 100 hours Twin Cessna time
- ✓ I have 50 hours Twin Cessna flight time in the last 12 calendar months
- ✓ I have achieved instrument currency at least once in the last 12 calendar months
- ✓ I have had no FAR violations or accidents in which the NTSB Probable Cause was pilot error in the past 5 years.

**Training** (provide copies of logbook entries or certificates except for the TTCF Convention and Seminars):

- ✓ I have received simulator training by a recognized provider (SIMCOM, RTC, AST, National Flight Simulator or the equivalent) in the past 24 calendar months
- ✓ I have received in-aircraft training in a Twin Cessna in the last 12 calendar months
- ✓ I have attended a Twin Cessna Flyer Systems or Engine Seminar in the last 5 years
- ✓ I have attended a Twin Cessna Flyer Convention in the last 3 years

(see next page)

**Practices:**

✓ I pledge to abide by The Twin Cessna Flyer Code of Conduct (attached)

Name (printed): \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_ ( Due by September 1, 2121 to receive award at the Fly-In Convention)

If you have any questions regarding this program, email them to: [editor@twinessna.org](mailto:editor@twinessna.org).  
Submit your application to the same email address or mail to:

The Twin Cessna Flyer  
P.O. Box 12453  
Charlotte, NC 28220

**The Twin Cessna Flyer**  
**CODE OF CONDUCT (ver 1.0)**

1. I will use the TTCF Flight Risk Assessment Tool (or equivalent) prior to every flight.
2. I will study the emergency procedures for my aircraft, determine memory items (if not already noted on checklist), and memorize them - testing myself regularly for reinforcement.
3. I will ensure my airplane has been properly fueled by either: a) observing the fueling or b) using both the smell and paper test (if unfamiliar, contact TTCF).
4. I will mentally brief every takeoff in order to prepare for an engine failure during this critical phase of flight.
5. I will adopt the following verbal callouts: "Takeoff Checklist Complete" and "Landing Checklist Complete" as well as altitude call-outs on instrument approaches (1,000 feet, 500 feet, 100 feet above DH or MDA).
6. I will use a pulse oximeter and measure my blood/oxygen saturation anytime the cabin altitude is above 8,000 feet. I will use supplemental oxygen anytime my blood/oxygen level falls below 90%.
7. If my aircraft has electro-mechanical landing gear, I will ensure that it is re-rigged every year or 200 hours, whichever comes first, using the procedure prescribed in the Maintenance Manual.
8. I will conduct a passenger safety briefing for first-time passengers on every flight.

- End -





# MASTER AVIATOR AWARD APPLICATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

TTCF Member #: \_\_\_\_\_ Email: \_\_\_\_\_

Check how you would like to receive your award:

\_\_\_\_\_ I will be attending the 2021 Convention in Hot Springs, VA on Sept. 15 - 18, 2021.

\_\_\_\_\_ Please mail the award to me at the above address.

I certify the following:

**Experience** (provide copies of appropriate logbook entries):

- ✓ I have 1,200 total flight time
- ✓ I have 250 hours Twin Cessna time
- ✓ I have 100 hours Twin Cessna flight time in the last 12 calendar months
- ✓ I have maintained uninterrupted instrument currency in the last 12 calendar months
- ✓ I achieved night currency once during the last 12 calendar months
- ✓ I have had no FAR violations or accidents in which the NTSB Probable Cause was pilot error in the past 5 years.

**Training** (provide copies of logbook entries or certificates except for the TTCF Convention and Seminars):

- ✓ I have received simulator training by a recognized provider (SIMCOM, RTC, AST, National Flight Simulator or the equivalent) in the past 12 calendar months
- ✓ I have received in-aircraft training in a Twin Cessna in the last 12 calendar months
- ✓ I have attended a Twin Cessna Flyer Systems or Engine Seminar in the last 5 years
- ✓ I have attended a Twin Cessna Flyer Convention in the last 3 years
- ✓ I have had Upset Training or Aerobatic Training in the last 10 years

(see next page)

**Practices:**

✓ I pledge to abide by The Twin Cessna Flyer Code of Conduct (attached)

Name (printed): \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_ ( Due by September 1, 2121 to receive award at the Fly-In Convention)

If you have any questions regarding this program, email them to: [editor@twinessna.org](mailto:editor@twinessna.org).  
Submit your application to the same email address or mail to:

The Twin Cessna Flyer  
P.O. Box 12453  
Charlotte, NC 28220

**The Twin Cessna Flyer**  
**CODE OF CONDUCT (ver 1.0)**

1. I will use the TTCF Flight Risk Assessment Tool (or equivalent) prior to every flight.
2. I will study the emergency procedures for my aircraft, determine memory items (if not already noted on checklist), and memorize them - testing myself regularly for reinforcement.
3. I will ensure my airplane has been properly fueled by either: a) observing the fueling or b) using both the smell and paper test (if unfamiliar, contact TTCF).
4. I will mentally brief every takeoff in order to prepare for an engine failure during this critical phase of flight.
5. I will adopt the following verbal callouts: "Takeoff Checklist Complete" and "Landing Checklist Complete" as well as altitude call-outs on instrument approaches (1,000 feet, 500 feet, 100 feet above DH or MDA).
6. I will use a pulse oximeter and measure my blood/oxygen saturation anytime the cabin altitude is above 8,000 feet. I will use supplemental oxygen anytime my blood/oxygen level falls below 90%.
7. If my aircraft has electro-mechanical landing gear, I will ensure that is is re-rigged every year or 200 hours, whichever comes first, using the procedure prescribed in the Maintenance Manual.
8. I will conduct a passenger safety briefing for first-time passengers on every flight.

- End -