



**LEADING EDGE**  
**AVIONICS**

Q3 2021

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# THE EDGE

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Advice, and a Little Fun

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# LETTER FROM THE CEO



We've always loved the fall, but now we have even more reasons to celebrate!

We have been busy this summer helping our customers be out enjoying the beautiful flying weather! I am very excited to announce that Leading Edge and Advantage Avionics in Chino have merged to create the largest avionics support network in Southern California!

Leading Edge Avionics has been focused on improving our ability to service and support the needs of the local part 91 and 135 and general aviation flying communities throughout Southern California.

As part of the focus on excellence and timely service, we have been working on expanding our capabilities and access for our customers. Advantage Avionics in Chino KCNO has an excellent reputation as a company that is focused on safety and quality and the staff are true professionals.

As we merge the two companies under Leading Edge's customer service programs and management, we will be able to offer a level of service on a greater scale unavailable by any other avionics shop. Chino will now offer expanded services including full-service repair, pitot static, RVSM, Garmin and all avionics manufacturers to enhance your safety and flying pleasure!

**BUT WAIT THERE'S MORE!!!** In addition to Chino we are also opening a brand new site at Riverside Municipal Airport (KRAL) in the coming months. Once open, we'll be the first full service avionics shop in Riverside KRAL and a fully certified Garmin dealer.

As with the Chino expansion, this additional airport further expands our network of service and capabilities for our customers. Once Riverside comes on line, Leading Edge services will be available at four Southern California Airports – KSNA, KCNO, KRAL and KLGB providing several convenient options for aircraft owners to have their aircraft serviced.

What this means for our customers is enhanced safety, more convenience, more flexibility, and more opportunities to work with the best, most experienced technicians in the business.

A big thanks to all of our customers for making us the top avionics company in Southern California. We look forward to seeing you at all of our great locations.

**Kathryn Brewer**  
CEO, Leading Edge Avionics  
(855) 955-6151 | [www.LEAvionics.com](http://www.LEAvionics.com)

# FALL BACK INTO SAFETY WITH THESE FOUR QUICK TIPS



Fall is an incredible time to fly. The blazing heat of summer is behind you and the air is as crisp as the colors. While there's a lot to enjoy during the season, it's also important to remember the work that goes into flying safely. Here are four quick tips that you can use anytime to make sure you're not just prepared but are ready to fly safely:

- **Always Follow a Pre-Flight Checklist.**  
Mistakes happen but mindless errors can be avoided if the proper safeguards are in place. You have gone through that check list many times and I am sure you have it memorized. It looks cool to hop in and run through it fast looking like a pro to your passengers. **Fact 80% of accidents happen within the first 3 minutes of flight and the last 8 minutes.** Why is that? Well, the majority are because of a missed step in your takeoff or landing check list. Slow down...flying safe is professional and just as cool!
- **Follow Your Gut – Don't Fly if You're Uneasy.**  
If your intuition is telling you something is wrong or the weather is too rough, trust yourself. Ask yourself why you're feeling a little uneasy and you'll know the answer.. weather..traffic...regardless go with your gut. Don't let yourself be pressured into flying. This could put you into a dangerous situation that would have otherwise been avoided. Many fatal accidents like Kennedy, Kobe and to many others ended badly because the pilot pushed on when they had a way out earlier.



- **Avoid Flying When You're feeling "Off".**

If you have cold or flu symptoms, it's best to avoid flying. Piloting an aircraft requires managing multiple tasks with complete focus and if you have an emergency your actions will determine the safety of you and your passengers. The focus necessary to fly is hard to muster when you are battling flu-like symptoms. It isn't safe for you or your passengers to take the risks associated with flying while sick. Try the IMSAFE checklist which stands for:

  - Illness
  - Medication
  - Stress
  - Alcohol
  - Fatigue
  - Eating
- **Use the Three Strikes Rule.**

As you are preparing for flight, pay attention to any minor mistakes you make. Nearly forgetting to buckle your seatbelt on its own might not seem like a big deal, but when you couple that mistake with two others, it could be a sign that you aren't mentally focused enough to safely pilot an aircraft.



# GARMIN'S NEW SAFETY SOLUTION FOR ENGINE FAILURE EVENTS



## Smart Glide Now Available as a free upgrade

Garmin is making it easier to get your plane to safety in the event of engine failure. Smart Glide technology automates tasks and reduces pilot workload in engine power loss emergencies.

Currently, the Smart Glide is available on GTN Xi navigators paired with Garmin's G500/G600 TXi and G3X displays and GI 275 and G5 electronic flight instruments. It's also available for experimental G3X Touch and G3X autopilot systems.



When combined with a compatible autopilot like the GFC 500/600, Smart Glide automatically activates and engages the autopilot.

For \$129, pilots can also opt for the Smart Glide button which can kick things into motion with a simple touch. Or you can simply hold the "direct to" button for two seconds. Once activated, Smart Glide creates a "direct to" route to the recommended airport. The map page on the GTN Xi then shows a glide range ring identifying all airports within gliding distance.

What's particularly amazing about this product is that the ring adjusts dynamically to account for wind and terrain. It's also displayed in a decluttered view with current altitude above ground level (agl), estimated agl at arrival, bearing, and distance to the airport.



It'll also provide you with glide speed, airport name, a list of alternate airports you can choose from if you need to, arrival agl, longest runway information and wind components (if available), and an alert banner that gives information on glide status and pertinent instructions.

Airports are recommended based on a host of relevant information, including runway length and condition, proximity, terrain, and weather information gathered through ADS-B In (FIS-B), SiriusXM, and Garmin Connex, as well as measured winds calculated by the PFD.

Smart Glide also considers VFR or IFR conditions when recommending a suitable airport, according to Garmin, for aircraft equipped with a Garmin GTX 345/345R transponder, GTX 375 acting as a transponder, GSR 56 Iridium transceiver, or GDL 69/69A SiriusXM satellite weather receiver with an appropriate weather subscription.

**One of the biggest benefits of a system like this is that it frees up the pilot to focus on dealing with the emergency.** For example, instead of being head down charting an emergency course, you will be running through your engine-failure and restart checklists.

Even if there is no suitable airport within gliding distance, Smart Glide still uses the Garmin autopilot to adjust the attitude for the best glide speed and then during the off-airport approach and landing gives the pilot audible altitude alerts. In addition to the information displayed on the avionics, Smart Glide provides audible messages such as bearing and distance to the airport. Once it selects the airport, it also sets that airport's CTAF or tower frequency into the standby field and switches the CDI to GPS mode plus switches the transponder to the 7700 emergency code.

The system warns the pilot with an audible alert and visual banner at 4 nm to the airport, then at 2 nm advises the pilot to take over control with an audible position alert and flashing red alert (on the GTN Xi).

**While the details may seem complicated, the technology dramatically simplifies and lightens the workload required during stressful situations. And that might just be enough to save your life.**

# MOONEY M20 SERIES NOW APPROVED

for Bendix King autopilots



If you're the proud owner of a Mooney M20 and always wanted an autopilot, Bendix King has you covered. They're now offering their AeroCruze 100 autopilot system to the entire family of Mooney M20s. The news comes after a series of approvals for other popular aircraft, including a variety of Cessna's and Piper's PA-28 and PA-32 series aircraft. Around since the mid-50s, the M20 has grown beyond a modest four-seat single-engine piston with manual gear and flaps to a true utility airplane.

According to the folks at Mooney, there are an estimated 6,200 M20s flying today, many of which could benefit from the increased safety and ease of operation an autopilot system provides. The current price for the AeroCruze 100 system is \$5,200 including the system itself and the installation kit. The system is available in a two-inch round, three-inch round and a rectangular configuration.

## **Still don't have 5G on the Ground? It might be coming soon to the Skies**

If Gogo has its way, you'll soon be able to enjoy the world's fastest network speeds in the air. Over the summer, Gogo Business Aviation began flight testing the antennas for its next-generation 5G air-to-ground network. By adding 5G antennas to a ground tower, Gogo's engineers were able to successfully complete flight tests of their 5G belly-mounted antennas and 5G air card prototypes that ultimately validated their performance.

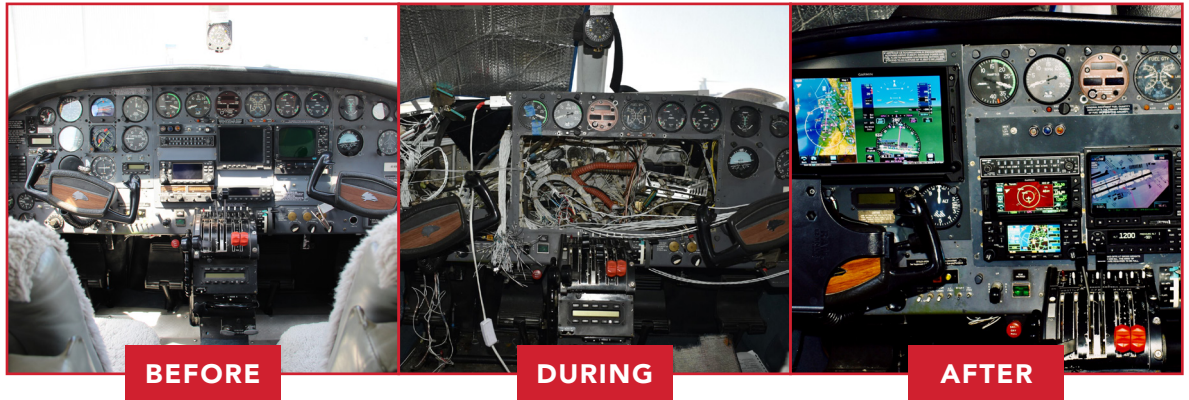
The Gogo 5G network is being developed for aircraft operating within the contiguous United States and is expected to start serving customers by this time next year.

Already a favorite among aircraft owners, Gogo boasts over 6,000 installs of its Avance L5 and L3 ATG systems, and more than 4,614 aircraft are equipped with its satellite connectivity technology. Combined, the two systems have flown over half a million flights and consumed 262.61 terabytes of data since 2018. From everything we've heard, the new 5G network is already surpassing expectations. We can't wait to see it in action.





# STEPPING UP TO A MODERN COCKPIT



## CHALLENGE

When an overseas client purchased a Cessna 414 here in California, he wanted to upgrade the outdated avionics stack before flying back to Portugal. Our challenge? To significantly upgrade the functionality and performance of the avionics without breaking the bank.

## SOLUTION

The Leading Edge team came together to create a tailor-made solution that prioritized both functionality and ROI for this budget-conscious client. After some close collaboration with the client, all the outdated avionics were removed and replaced with a modern, glass panel avionics package. The G600TXi offers a dependable ADC and AHRS system, while the 10.6" display provides a large moving map. The G600 TXi also provides accurate flight guidance to the S-Tec 65 AP system while the Flight Stream 210 allows the pilot to change their waypoints on his iPad and push changes to the GNS 430W.

## BENEFIT

The client now has an aircraft that is safer and more capable during long overseas flights. The customer also enjoys the convenience of not having to endure the tedious knob turning of the GNS units, and the pilot now has touch control over the aircraft's Nav and Communications frequencies.

## CONCLUSION

From the very first test flight, the customer was thrilled with the installation. As the customer was completing the delivery process, our Leading Edge team assisted them with the purchase of life rafts and other safety equipment needed for the trek back to Portugal over water.

*"I've picked up many aircraft after an avionics installation, and this is the best process we've experienced. Communication was excellent, and we so appreciated the extra steps the team provided to make our flight a safe and enjoyable experience," said. And after the overseas voyage, there wasn't a single post-install squawk. Just smooth sailing all the way." — Chief Pilot Johany Portillo*



# ASK MIKE BILBY



**Q:** Hi Mike. Is there any advantage to getting a Pitot Static Check more than once every 24 months?

**FACT...** *its not a matter of if your Static system is going to leak it's a matter of when. "Or is it right now!"*

When you've been in the business as long as we have, you know that alot can go wrong in 24 months especially with older equipment.

Your Pitot Static is one of the most critical systems on your aircraft, and repairing and maintaining that system can be time consuming depending on the issue. And nobody likes unexpected downtime.

That's why I recommend getting your system checked as part of your annual maintenance inspection. That way, if there is an issue, you've already afforded that time in your schedule and your avoiding a potential safety issue down the road... Whether it's good to go or we need to troubleshoot and chase down a leak, you have that extra assurance you and your passengers are flying safely.

That being said, I also like to remind people of the safety precautions they can take in between those inspections. The big one is to install a pitot cover every time your airplane is tied down – even if it's parked inside a hangar. While you may think it's protected inside, insects do find their way in.

Removing the pitot cover and visually checking to see if the static ports and pitot tube openings "appear" clear can help too, but it doesn't always reveal issues since you can't see beyond those openings.

Another check is to see if the pitot heat is working by turning it on and touching it quickly to see if it's warming up. It gets hot quickly though, so you'll have to be fast with this test.

The one thing I do NOT recommend is blowing into the pitot tube while someone else watches your instruments. This can actually damage the instruments because the pressure changes might be too strong and abrupt for the instruments to take and wont reveal a leak in your system.





# STORIES FROM SOCAL

## Jetpack Man spotted by Pilots near LAX nearly a year after first sighting

Over the summer, the infamous “Jetpack Man” was spotted yet again near LAX airport. If you follow the story at all, you might remember that the original sighting took place last year by pilots coming into the airport. Despite multiple FAA and FBI investigations, “Jetpack Man” sightings continues to be reported throughout the LA area.



From what we’ve heard, the ATC audio was quite lively following the spotting. In those exchanges he was referred to everything from a UFO to “Iron Man.” You can listen to the audio here: <https://www.youtube.com/watch?v=z78zq0Oyzgw>

In all, there have been six different reports spanning just over a year. However, despite the frequency of these sightings, investigators just can’t seem to crack the case.

That being said; given the year we’ve all had, maybe a mystery man soaring around one of the world’s busiest airports just isn’t strange enough to be seen as a priority.

All jokes aside, this is definitely something the aviation community wants to get to the bottom of before somebody gets hurt. Whether it’s a man, a drone or a balloon, something out there looks like a guy in a jetpack. And it’s flying in dangerous territory.

So, next time you’re out near LA, keep an eye out for our mystery man, and do report your sightings.

# LEADING EDGE AVIONICS NAMES

## Debi Carpenter-Braunstein as Director of Sales & Marketing



Leading Edge Avionics is proud to announce that avionics veteran Debi Carpenter-Braunstein has been appointed as the new Director of Sales & Marketing.

A true champion of the industry, Debi has been spearheading sales and marketing programs for top avionics companies and organizations for more than 20 years.

Most recently, Debi served as Executive Director for the Southern California Aviation Association where she exponentially increased the membership base and advanced new ways to engage that community.

Prior to that, Debi led marketing and business development programs for companies like Ross & Baruzzini, SoCal Jets, Crownair Aviation and Jet Source.

“As an industry advocate and as a pilot herself, Debi really understands the issues that drive our customers,” said Kathryn Brewer, CEO of Leading Edge Avionics. “She has a true passion for helping people, growing companies, and for building communities. She’ll be a tremendous asset to our team and our customers alike.”

In her new role with Leading Edge Avionics, Debi will play a key role in customer development, community engagement and overall corporate growth. Debi has also volunteered for a wide group of industry organizations, including the National Business Aviation Association, Aviation Explorer Group, Women in Corporate Aviation International, and Eco-Aviation Foundation International.

“I am excited to join such a fast moving and growing company,” said Debi. “Leading Edge’s drive to be the best in class and the leader in safety and quality is what drew me to them, and I look forward to helping them meet and exceed their expectations in growth.”





# MISS HAPS WEATHER

Every cause needs a champion. Meet "Miss Haps" - our very own Sultana of Safety, Queen of Caution and Princess of Preparedness.

*Each issue she'll tackle a different safety issue in her own unique style.*

In this issue, I'm bringing something a little more serious to light... Mishaps do happen, but RISK ASSESSMENTS can help avoid many problems or issues that can lead to an accident.

For the most part, aircraft wiring falls under the "out of sight, out of mind" category. But every now and then the invisible connective tissue of electrical and avionics systems fails. In the confines of an aircraft a few miles high, and an hour or more from the nearest emergency airfield, a bracing whiff of smoke from an electrical fire has the same shot of chilled water to the heart impact on the pilots as an engine fire warning light.

Sometimes, electrical failures occur without warning. Sadly, TWA Flight 800, an old B747-100 with more than two decades of service, blew up in July 1996 just a few minutes after takeoff from New York's John F. Kennedy International Airport. Moments before the explosion, the flight crew remarked about a strange fuel flow reading, which could have been caused by an electrical transient. In the exhaustive postmortem, National Transportation Safety Board (NTSB) investigators were horrified to learn that high- and low-power wires were run in the same bundle!!!

**When you're choosing an Avionics Shop, know who you are going to. What's their shop look like? How long have they been in business? Get to know the people and employees, are they the best you can get or the cheapest? I don't know about you, but Miss Happs doesn't like mishaps that are avoidable by doing your homework.**

*Sometimes, people don't do a good risk assessment when they are choosing their avionics shop. You're flying yourself, your family, friends and business associates. Take time to pick the right shop, with the right people, and you WILL increase your safety factor many times over!*

*Leading Edge has been around for over 40 years and our staff and company is in the top 4% of Garmin preferred dealers out of over 600. Your safety is their primary concern and their track record and staff are a testament to that.*

**LISTEN TO MISS HAPPS AND BE SAFE AND LESS STRESSED!**

# AUTUMN FIZZ



## INGREDIENTS

- 2 oz Alibi Gin
- .25 oz lemon juice
- Agave nectar, to taste
- Sparkling apple cider
- Garnished with thyme and apple

## INSTRUCTIONS

Pour gin in shaker, add lemon juice and agave nectar, shake, and then pour into a high ball glass and top with sparkling cider.

Garnish with fresh thyme and an apple slice.

*SERVING SIZE: 1 serving  
TOTAL PREP TIME: 5 minutes*





# AVIATION TRIVIA

Think you know aviation?

See if you can guess the answers to some of our quirkier aviation trivia.

1) **Is it possible to fly across the Pacific Ocean in a single engine plane like a Cessna 172 on a single tank of gas?**

YES

NO

2) **The Cessna Citation X is said to be the fastest aircraft designed for general aviation. What is its top speed?**

A) 458 mph  
C) 617 mph

B) 522 mph  
D) 700 mph

3) **When a baby is born in flight, what determines the nationality of the child?**

A) The airline they're flying on  
C) Nationality of the parents

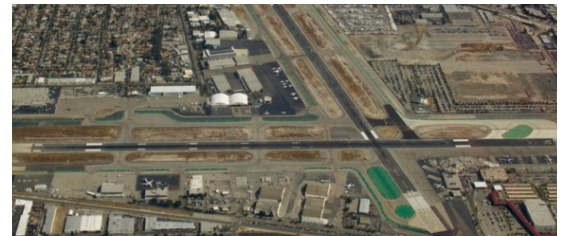
B) Where it occurs  
D) All of the above

4) **Which airport has the IATA code OMG?**

A) Omaha Municipal Airport in Omaha, Nebraska  
B) Omega Airport in Omega, Namibia  
C) Oak Mills Airport, Oak Mills, Georgia  
D) Oshawa Municipal Airport, Oshawa, Ontario Canada

5) **Name this airport:**

A) John Wayne  
B) Hollywood Burbank Long Beach  
C) Santa Barbara Airport  
D) Meadows Field Airport



## ANSWERS

- **YES.** If you start in Alaska and fly to Russia, you'll only travel 178 miles between Nome and Lavrentiya.
- **C)** It is certified by the FAA as capable of flying at mach 0.934 or 617 miles an hour.
- **D)** All those factors come into play, and in some cases multiple citizenships may be available for the child that the parents are free to choose from. On the birth certificate, the place of birth is listed as "In the Air."
- **B)** You'll have to touch down in Namibia if you want an OMG landing.
- **B)** It's the newly renamed Hollywood Burbank Airport.

# HUMOR

## Great Expressions



If you hang out with enough pilots, you're sure to hear some great sayings or expressions that make you crack a smile. Here are a few of our favorites:

- There are more planes in the ocean than there are submarines in the sky.  
– US Navy saying
- Never trade luck for skill.
- The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and "Oh S\*#!!"
- Weather forecasts are horoscopes with numbers.
- Airspeed, altitude, or brains. Two are always needed to successfully complete the flight.
- The Piper Cub is the safest airplane in the world; it can just barely kill you.  
(Max Stanley, Northrop test pilot)
- A pilot who doesn't have any fear probably isn't flying his plane to its maximum.  
(Jon McBride, astronaut)
- You've never been lost until you've been lost at Mach 3.  
(Paul F. Crickmore, test pilot)
- Never fly in the same cockpit with someone braver than you.
- Now I know what a dog feels like watching TV. (A DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320)





# FUN AIRPORT CODES



With fall just around the corner, we can't think of its natural connection to life on the farm. Here are a few airport codes to help celebrate this amazing part of American life:

- **MOO** Moomba Airport, Moomba, Australia
- **HOG** Frank Pais Airport, Huguin, Cuba
- **OAK** Oakland International Airport, Oakland, CA
- **SOW** Show Low Regional Airport, Show Low, Arizona
- **PEN** Penang International Airport, Penang, Malaysia
- **ANT** St. Anton Airport, St. Anton, Austria
- **BAT** Chafei Amsei Airport, Barretos, Brazil

## UPCOMING EVENTS

### Long Beach Festival of Flight

Nov 6, 2021

Long Beach Airport

8:00am-3:00pm

[Click here for more info](#)





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