

Thoughts for the Owners/Pilots of High Performance Single-Engine Aircraft (HPSE)

Rarely does a day go by without a call or inquiry from a present or past Owner of a High Performance Single-Engine Aircraft. JTA receives many calls from Cirrus, Mooney, Piper Saratoga, Beech Bonanza and, of course, the owners of Single-Engine Cessna's, such as the 182/182RG, 206 and 210's. In aircraft sales these models are called HPSE's. The Light Singles are referred to as LSE's.

For some HPSE Owners a move to a Twin Cessna, especially a Pressurized Cabin-Class Twin Cessna is likely to be their "Max Aircraft". For many a Cessna 340, 414/414A or 421B/C is the intelligent interim aircraft before moving up to a Turboprop or Jet.

Jerry Temple Aviation (JTA) knows the HPSE Pilot well. The HPSE Pilot is JTA's primary customer. JTA knows the questions and answers, the needs and wants, the concerns, the rumors and the facts about Twin Cessna.

If backing up the SUV to a Twin Cessna and loading it with all of the family's stuff sounds cool as it gets. Well, it is. Better yet, you see yourself in the pilot's seat and heading for some neat destination.

Jerry Temple Aviation has professionally supported many customers wishing to proceed on a well planned course to getting current, obtaining the required ratings and purchasing the Right Aircraft for their business and family trips.

In 2004 a Washington D.C. customer called. He had owned Single-Engine Piper Comanche years earlier and now wanted to get back into flying. He wanted a Twin with a plan to eventually move up to a Turboprop or Jet. Jerry Temple traveled to D.C. and met with the customer in February 2004. A plan was made. In March 2004 a Turbo 310R was purchased from a Utah owner. After a Buyer's Evaluation Flight was conducted by Jerry Temple and a Comprehensive Pre-Purchase Examination the sale closed. The new Owner and Jerry Temple flew the aircraft from Provo, UT to Wichita for an overnight stay and then on to Leesburg, VA after a stop in Cincinnati. All hours flown with Jerry Temple were logged towards the Insurance Dual Requirement.

In March 2005 Jerry Temple sold the aircraft for the customer and supported the purchase of a 414A Chancellor in November 2005. Again, Dual Delivery Support was provided. In March 2009 the 414A was sold. The customer today is flying a Turboprop.

The purchase of a Twin Cessna such as a 300 Series, i.e., 310 or 340 or a 400 Series, i.e., 414/414A, 421B/C has many opportunities for major mistakes.

However, you may feel confident that you can purchase and successfully checkout in a Twin Cessna.

The key ingredient for the purchasing of the Right Aircraft, and receiving excellent training, is the guidance and professional "hand holding" from an experienced professional. And, as you have perhaps already discovered, or soon will, one name keeps appearing as the Best in the Business.

Jerry Temple Aviation (JTA), The Twin Cessna Sales Specialist! Hundreds of Twin Cessna purchasers, both Domestic and International, have experienced the “hands on” support JTA provides Twin Cessna purchasers.

JTA’s well-tested purchasing procedures combined with JTA’s reputation for honesty, integrity and professional conduct, all contribute to your becoming a proud and pleased Twin Cessna Owner and a Confident and Competent Twin Cessna Pilot.

A common question from many present and former HPSE Owners/Pilots is “am I biting off more than I can chew?” “With my experience am I taking too big a step?”

The answer, from years of experience is No. JTA has supported numerous HPSE Pilots with the purchase of the appropriate Twin Cessna, Quality Training and After-Sale Support. See Special Services and Training.

Insurance is another common question. JTA works with Insurance Agents and Underwriters to obtain insurance for new Twin Cessna Owners. Each case is different depending on aircraft value and Pilot experience.

The below outline has been designed by JTA to list some of the subjects that will be addressed in the Purchase Process and the considerable relationship these subjects often have.

- Type of Twin Cessna Training Conducted by JTA - Initial, Recurrent, Checkout, Flight Review. JTA does not conduct Initial M/E Training.
- Customer Pilot Requirements - Private, Commercial, ATP Pilot Certificates, Multi-Engine Instrument & Multi-Engine Land Ratings, Current Medical
- Pre-JTA Training – Review currency of customer. Outline needed Training. Loan Aircraft Manuals, POH or other Training Materials.
- Training Steps – Review Present Skills, Create a Timetable/Schedule, Conduct In-Aircraft Training, Attend Simulator School.
- “Game Plans” – Create a Current Game Plan for the Acquisition of a Twin Cessna and Review the initial elements of a Future Game Plan.
- Budget – Financing
- Insurance – Hull, Liability and Training.
- Review JTA Training Costs - Expenses, Payment Agreement

Now review all area of www.jtatwins.com. Review all parts of Buyer Services. Visit Training and review Temple’s Tips. See Available Aircraft – See Specifications, Technical Data Sheets, Photos and be sure to view the Narrated Videos. You will learn much. Discuss JTA Twin Cessna Informational Package.

Call Jerry Temple Aviation to discuss your aviation situation.