

From: "Glenn Kautt" <gkautt@jtwins.com>
Subject: **RE: Checking in**
Date: March 1, 2006 8:19:35 PM CST
To: "Jerry Temple" <sales@jtwins.com>

Jerry:

Just got back from a week cruise on Celebrity Lines to San Juan, Antigua and Sint Maarten/St. Marten. Flew back home yesterday in N414LL from Palm Beach.

I now have 61 hours on the aircraft since Dec 19th. Since the fateful day we almost froze and landed at Lexington, KY, Betty, the Little Beast, a cast of several riders and I have flown all over the place, including Nassau Bahamas; Palm Beach, Opa Locka and Ft Myers FL; Columbia SC; Manassas and Leesburg VA; Hammond LA; Addison and Ft Stockton TX, Scottsdale AZ, Salt Lake UT, Omaha NB, W. Lafayette IN. This includes about 5 hrs IMC, about the same at night and a couple of ILS approaches, nothing serious.

Here are my thoughts:

1. Great load hauler. Betty keeps asking, "So how much can I take to _____? (fill in destination). I rarely fly this thing under 7,000 TOW.
2. Fine flying platform, handles the turbulence ok to date, and is easy to manage. I've landed in 20 kt crosswinds, 35 kt gusts, long and short (9R, KPBI, 3213 ft) runways. It's easy to fly and land, no harder than the 310, and possibly easier.
3. Avionics are superb with 4 moving maps, TCAS, TAWS (Jr. version in the Garmin 396, but it works and does alert), Jeppessen charts on the EX 500 with positioning on airport and approach plates (no more being lost on Taxiway A!!). I cannot get lost, and the situational awareness, and trip, arrival and approach planning is easy. All the weather being up on the screens by radar, WX 500 and Nexrad means if you get caught in bad wx., it's your fault. Absolutely no surprises, except CAT or ice, I suppose. I have the METARs for every airport all the time, whether sitting on the ground or buzzing toward the destination.
4. The bleeping heat still does not want to work above about FL200. It's the pressure switch, so I'm going to call the factory and ask them if they give me an exchange unit that has been tested at FL 300 and they know to be working. It really limits my high altitude trips. We left going east from SLC for W. Lafayette, and possibly could have made the 1200NM trip in one shot, but it was -40 at FL 250 and yes, the heater went out. So, by the time we landed at Omaha to thaw out, the water in the plastic bottle had frozen..... We were dressed for it, but what a pain. At FL200, no problem.
- 4.a. Having said that, pressurization and other environmental features are great. A/C works well, heat is nice when it's working, know ice features work fine, etc. All in all, a very comfortable airplane to sit in and fly long distances for pax. and pilots. My average flight is about 2.5 hours, with the VA/FL trips 4.1 to 4.3 hours.
5. Descent planning is not a problem either. Yesterday, coming down from FL190 to 15,000 I was able to keep the plane clean, about 190KIAS, 1000FPM descent at 27 inches MP. Then, they slammed me to 6,000, so I slowed up, dropped the spoilers, gear and one notch of flaps, pulled back to 25 inches and we slid down 2200FPM at 160 KIAS. Nice.
6. Going 220-230 KIAS in the flight levels is really not much work at all with all the electronic help, even IMC at night, single pilot. It's clear whether the groundspeed is 300 kts or 150 kts, it doesn't change much of the enroute planning, only the terminal planning for descent and speeds. Frankly, I have wandered up to a number of Citation I's and II's and looked inside. Not much difference in interior

size--the 414 might be a bit bigger, actually, and older Citations' avionics can't be any better than what I using now. Other than the systems training and some of the flight planning, if a Citation had spoilers, I reckon I could fly one of those today with very little "growth" necessary in thinking/managing at 320 KIAS speeds.

Having said all that, I'm very happy with the plane, and Betty is ecstatic. She has not used the potty because she says: "I'm not going to clean it!" I have not explained the relief tube thing to her yet..... We'll keep flying N414LL for the next couple of years, I suspect. I can see putting at least 150 hours personally on it each of the next two years. I have not yet made any charter decision, because of the heater and my high utilization rate.

I now have about 250 multi, 1001 landings (the last one was a real nice squeaker) and about 985 TT. Not much, but add another 300 hours, and that will put me over 500 multi, about 1300 total and hopefully, more squeaker landings. Still not very much time, but I guess that might put me in a position for the next phase, whatever that is.

I hope all is going well, and the February sales/closing slump thing did not manifest itself. So. what gives with the inventory/refurbish idea? Need anyone to ferry an old Citation for rehab around with you?? :)

Glenn