

## **JTA Advice for Future Twin Cessna Owners/Pilots**

Jerry Temple Aviation (JTA) receives many calls and emails from pilots with considerable differences in age, pilot experience and aviation knowledge.

Some are new Private Pilots. Some have 300-700 total Pilot Hours. Some have a Multi-Engine Rating, others do not. Some are ex-Airline and Military Pilots.

However, they all have in common the desire to own a 300 or 400 Series Twin Cessna. Some plan to purchase the aircraft in 3-4 months. Others are a year, or more, away from a purchase.

Often an initial email will contain many questions covering a wide range of questions. JTA simply cannot reply with justice to most customer inquiries by email. JTA is pleased to discuss the aircraft of interest and the individual situation for each customer.

No two-customer situations are alike. The variables are significant, i.e., budget, timetable, pilot experience, business and family wants/needs, etc.

JTA urges all customers to review all areas of [www.jerrytemple.net](http://www.jerrytemple.net) before calling JTA. Review Buyer and/or Seller Services. See Available Aircraft and review the Specifications, Photographs, Technical Data Sheets and view the informative Narrated Videos. Considerable information about Twin Cessnas and JTA Listed Aircraft is provided.

The following suggestions are presented to aid customers with attaining their goal of owning and flying a Twin Cessna. JTA stresses no two-customer's aviation plans are alike but based upon years of experience supporting Twin Cessna Buyers a few wise guidelines are presented.

### **The Multi-Engine Rating**

A Multi-Engine Rating is required to pilot a Twin Cessna. For most pilots 8-10 hours of Dual Instruction is typical in order to be prepared for a M/E Rating Check Ride. No written examination is required. The Check Ride consists of an Oral Examination and the Flight Check. A pilot with either a Private or Commercial Certificate can obtain a M/E Add-On Rating. If the Pilot is not Instrument Rated and only wishes to obtain a M/E Rating, but without Instrument Privileges, then the M/E Rating will be limited to Visual Flight Rules (VFR). For most pilots, who have a Single-Engine Land Pilot Certificate (Private or Commercial) plus an Instrument Rating for S/E Land Aircraft, the Check Ride in the Twin will include Instrument Procedures and Approaches. Therefore, upon successful completion of the Check Ride, the pilot will have a Multi-Engine Rating with Instrument Privileges.

JTA normally advises customers to obtain the M/E Rating as soon as possible. It is both an FAA and Insurance Requirement and it is always a plus to talk to an Insurance Agent with this requirement having been completed, as opposed to a need to do step. Additionally, with the M/E Rating having been obtained, any required training in the purchased Twin Cessna is strictly a "Check-Out" but there is no Check Ride required.

Many Flight Schools, both local schools and the Flight Training firms with several USA locations all offer a 3-4 day (8-10 Flight Hours) Multi-Engine Add-On Course. Most Flight Schools utilize the Piper Seminole or Beech Duchess or other older Twins for M/E Training.

All schools have a relationship with a FAA Designated Pilot Examiner – "Check Pilot". This is okay. The Schools' Instructors will know what the examiner likes to see of candidates and the examiner is familiar with the Schools' Aircraft and Equipment. In some cases an FAA Pilot Examiner will conduct the Check Ride.

For Pilot's seeking to purchase a Pressurized Twin Cessna, i.e., 340/340A, 414/414A and 421B/C obtaining the M/E Rating in a Twin Trainer is not only wise, but in reality, a necessity. The above noted Pressurized twin Cessnas are not used for non-Owner training nor can they be rented.

For customers planning to purchase a Cessna 310, the question of first purchasing the 310 and then obtaining the M/E Rating in it is often considered. This action has merit but some negatives.

Customers often ask why should they spend the money and invest the study time, to fly a Seminole or Duchess for 8-10 hours when they have no intentions of purchasing such a trainer. This is a legitimate question.

Many customers desire to get the Dual Training in a schools' aircraft and not their 310.

What JTA refers to as "modern M/E Training" is not harmful to a 310. The engines are not fragile. A well-qualified 310 Instructor will manage engine temperatures. Actual Engine Shut-Downs are only needed to be demonstrated and practiced 2-3 times. Engines are restarted after just 3-4 minutes. This aircraft is not a seven-day a week M/E Trainer. An 8-10 hours M/E transition course will only involve a total of 3-4 hours of S/E operations.

Due to M/E Check Ride accidents, the FAA limits examiners to 2-3 aircraft in which they may give M/E Check Rides. Therefore, most Designees list the local schools M/E Trainers as the Twins they are approved to give Check Rides in.

The Cessna 310 and other Twin Cessnas are rarely used at Flight Schools. Therefore, locating an Approved M/E Examiner for a 310, or other Twin Cessna, can be a significant challenge.

Another challenge of training for the initial M/E in a 310 is locating a truly qualified Multi-Engine (CFI/CFII) Instructor.

Customers can be certain there will be many Instructors, both young and senior, that will offer their services. Their Twin Cessna experience and currency is subject to both FAA and Insurance Underwriter requirements. Of even greater significance is the Instructors recent experience with the aircraft. JTA has often met a new Owner's Instructor whose current qualifications and experience were weak. Therefore, the new Owner is not receiving the best possible training.

### **Insurance**

There is no legal requirement to have insurance coverage. However, few pilots will fly without it. Lenders will require evidence of insurance before funding a purchase. Most Instructors will require evidence of insurance before providing Dual Training or Pilot Services.

There are two parts to every new Insurance Policy and Renewal Policy.

A new Initial Policy will have the premium and the required Initial Pilot Training. Policies being renewed will have a premium and a Recurrent Pilot Training Requirement.

JTA stresses that insurance rates and training requirements may vary depending on aircraft value and pilot experience

Pressurized Twin Cessna Initial Training usually requires a school such as SimCom or other Approved Schools. These firms utilize Simulators/Training Devices. The Dual in-aircraft training requirement will vary from 15-50 hours. Twenty-five is common. The training hours in a simulator do not count towards "Dual Training".

For the non-Pressurized Twin Cessnas, there may not be the requirement to attend a "Sim School". Such attendance is still an excellent action, but it may not be required. Again, the in-Aircraft Dual Requirement will vary based on pilot experience.

As noted above in M/E Training, locating Insurance Approved Twin Cessna Flight Instructors can be difficult. Two reasons. First, the pilot must possess a current FAA Flight Instructor Certificate and most Insurance Policies require the Instructor to have attended an approved school within the past 12 months. In other words, the CFI, like an Owner, must have received Insurance Approved Annual Recurrent Training.

Often pilots allow their Instructor Certificate to expire or have not "been to school" within a year.

JTA maintains Insurance Approved qualifications in order to support JTA Customers with Delivery and Check-Out/Training Support.

Some customers with low pilot hours, but now wishing to purchase a 300 or 400 Series Twin Cessna, will often wisely proceed with the purchase and name their full time, or part time, Certified Flight Instructor as the Insurance Policy's named pilot. This assumes the Instructor meets all Insurance Policy Requirements.

With this wise approach, all hours flown in the aircraft maybe logged by the Owner as both Dual and Pilot In Command (PIC). The Instructor is the actual PIC and, as authorized by FAA, is logging Instructor and PIC. When the Owner attains the required qualifications, the Owner can become a named pilot.

### **Interim Actions**

Register to receive JTA's Free Email Blasts and Newsletter. See homepage of [www.jerrytemple.net](http://www.jerrytemple.net) Information will be provided on new JTA Listings, Price Changes, Training and other subjects.

See Temple's Tips at [www.jerrytemple.net](http://www.jerrytemple.net). Review articles/stories by Jerry Temple and others related to Twin Cessnas.

Review at Buyer Services the outline of JTA's Domestic Sales Procedures and, if appropriate, International Sales Procedures.

### **Books/Information**

JTA is often asked if there are any books and/or publications available for study. There are. Below is listed excellent available product information. The customers' reasonable and very wise total investment may be \$200.00 to \$500.00. A small "R & D" investment for a project as critical as the purchase of a Twin Cessna. When a customer balks at spending \$50.00 for valuable product information, the term "disqualifying themselves" is an accurate term.

Purchase from JTA a Twin Cessna Information Package oriented to a specific model, or more. Price is \$50.00 to \$100.00. This cost will be reimbursed to any customer eventually doing business with JTA.

Information Packages contain valuable Hard-To-Get or Impossible-To-Get information from JTA's library of Twin Cessna Product Information.

Join the Twin Cessna Flyer Organization (TCF). This Owner's Organization is dedicated to the support of Twin Cessna Aircraft and their Owners. The cost for membership, which includes an excellent monthly magazine, is \$75.00 for Domestic and \$95.00 for International membership. No greater value for the prospective or current, Twin Cessna Owner/Operator.

Purchase from TCF the following publications:

***Owning a Twin Cessna, Part I***  
***Owning a Twin Cessna, Part II***  
***Twin Cessna Answers***  
***Twin Cessna Troubleshooting***

Call Bob Thomason at (704) 910-1790 or visit [www.twinessna.org](http://www.twinessna.org) to join the TCF and purchase these publications.

### **Classes**

Customers may attend training courses at SimCom and other Sim Schools. For certain model specific Initial Courses certain Pilot Certificates are required. Most schools require the customer to have a M/E Rating, since the Simulators/Flight Training devices are based upon a M/E Cockpit.

Still customers may attend a general Multi-Engine/Instrument Course. JTA does not recommend attending a formal Twin Cessna Initial Course until the aircraft is purchased and the customer has 4-6 hours in the aircraft. The training at the school is much more beneficial with the new Owner/Pilot having a few hours of flight time in the actual aircraft.

Many future Twin Cessna Owners will attend the Twin Cessna Flyer's Organization's Operators Seminars. These excellent seminars are endorsed by JTA and JTA urges all Twin Cessna Pilots to attend the TCF's Systems Seminar and Engines Seminar. See [www.twinessna.org](http://www.twinessna.org) or call Bob Thomason for more information.

### **JTA Provided Delivery, Check-Out and Training Support**

Jerry Temple, an experienced and Insurance Approved Twin Cessna Instructor, provides customers with Post-Sale Delivery Support and can often provide Post-Sale Pilot Check-Out Support. Annual Insurance Approved Recurrent Training is available from JTA. JTA has supported Twin Cessna deliveries to Canada, Mexico, Iceland and Israel.

### **Summary**

Again, no two customers situations are the same. JTA is pleased to discuss with customers information about the Cessna Twins, JTA Sales Procedures, Maintenance, Training and the above-outlined actions suggested by JTA until it is the right time to purchase an aircraft.