

THE EDGE

Q1 2026

THE RECOGNIZED LEADER

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FLYING SMARTER AND SAFER:

GARMIN AVIONICS ELEVATE PILOT CONFIDENCE
FROM TAKEOFF TO TOUCHDOWN

CHINO AIRPORT

New rates/fastest turn times and
no hassle with easy in and out

OSHKOSH BY THE NUMBERS —

Bronco Buzz & Albatross
Admiration



LEADING EDGE
AVIONICS



LETTER FROM THE CEO



As we begin a new year at Leading Edge Avionics, I want to take a moment to thank you—our valued customers—for your continued trust and partnership. The start of a new year is always an exciting time, and we're looking forward to another year of helping you fly safer, smarter, and more confidently.

Our focus remains the same: delivering exceptional service, technical excellence, and a customer experience you can rely on. As we move into 2026, there's also a timely opportunity worth highlighting. Recent updates to tax legislation have created renewed incentives for aircraft owners considering avionics upgrades.

The first half of 2025 experienced economic uncertainty as business owners and aircraft owners/operators waited out the impact of a new administration, tariffs, interest rates and tax legislation. Fortunately, the economy picked up along with the market. The One Big Beautiful Bill passed in the summer reinstated 100% bonus depreciation for qualifying assets acquired after January 19, 2025. The definition of eligible property remains unchanged, meaning avionics upgrades continue to qualify. This reinvigorated the ongoing fleet modernization that has driven demand over the last five to ten years.

If upgrading has been on your radar, the beginning of the year is an ideal time to move forward. This incentive can translate into meaningful savings while modernizing your cockpit, and our team is happy to coordinate with you and your CPA to help ensure your investment qualifies. As always, Garmin's GTN 650Xi and GTN 750Xi remain among the most popular upgrade options. These next-generation navigators are the natural replacement for the legacy GNS 430 and 530 units, offering faster performance, brighter displays, and a more intuitive user experience. If you're still flying behind older avionics, now is an excellent time to make the transition.

From planning to installation and beyond, our team is here to support you every step of the way. Whether you're visiting us at our SNA or CNO location, we look forward to serving you in the year ahead and helping you fly with confidence.

Kathryn Brewer
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FLYING SMARTER AND SAFER: GARMIN AVIONICS ELEVATE PILOT CONFIDENCE FROM TAKEOFF TO TOUCHDOWN



Garmin continues to lead the way in flight deck innovation, delivering reliability and safety across both fixed-wing and helicopter operations. At Leading Edge Avionics, we install and support Garmin's solutions that streamline pilot workload and reinforce safe decision-making. This edition highlights four categories of capability:

1. Blue Button "Level Mode" Safety (Fixed-Wing & Helicopters)
2. TCAS – Traffic Collision Avoidance
3. Engine Management Integration
4. Aircraft Lighting Control via GAD 27



1. "Blue Button" Safety – Straight-and-Level Recovery in Every Scenario

- **Fixed-Wing Aircraft**
Available on select Garmin autopilots such as the GFC 500, GFC 600, and G3X systems, the dedicated **Blue Button (LVL)** delivers an immediate autopilot recovery—returning the aircraft to straight and level pitch and bank with one push. It's an invaluable safety escape hatch during spatial disorientation, sudden workload spikes, or emergencies. Pilots routinely report how the Blue Button acts like a "reset switch," buying precious seconds to regain orientation and composure.



- **Rotary-Wing Aircraft: Garmin GFC 600H**

For helicopter pilots, Garmin’s **GFC 600H** brings that same capability—and more—into the rotorcraft world. Certified originally on the Airbus AS350 in 2019 and now available for aircraft like the Bell 505, this three-axis autopilot features a cyclic-mounted **LVL button** that instantly returns the helicopter to level flight and holds it smoothly until the pilot regains control.

But Garmin didn’t stop there. The GFC 600H includes a full suite of “Helicopter Electronic Stability & Protection (H-ESP)” features:

- **Low-g protection:** automatically raises the nose if positive g falls below $\sim 0.6g$ —preventing dangerous mast-bumping on two-blade systems.



- **Limit cueing:** increasing control forces beyond 45° bank or 15° pitch, helping gently deter unintentional flight envelope exceedance.
- **High-speed and low-speed protections:** with aural warnings and gentle cyclic guidance to help maintain safe airspeed as conditions change.

These features are always active from liftoff to setdown, reducing pilot workload by assisting in hover stability, cruise dampening, and groundspeed-controlled hover taxi—all while remaining accessible via easy cyclic-mount controls and intuitive mode annunciation.

2. TCAS – Traffic Awareness, Reinvented

Traffic collisions remain a serious risk, particularly near non-towered airports and in mixed-capability airspace. Garmin’s integrated TCAS provides real-time traffic monitoring with clear visual and aural alerts on the PFD or MFD. Using transponder and ADS-B data, the system calculates relative position and closure rates to deliver vertical resolution advisories that help pilots avoid mid-air conflicts. When paired with Garmin’s moving map and synthetic vision, traffic is displayed clearly and intuitively for improved situational awareness.

3. Engine Management Integration — Complete Powerplant Oversight

Garmin Engine Management integration systems enhance safety, efficiency, and situational awareness by delivering a centralized, real-time view of engine health directly within Garmin avionics displays.

- RPM, manifold pressure, fuel flow and fuel level
- CHT/EGT per cylinder, oil pressure/temperature
- Electrical load and bus voltage



All data displays seamlessly on the MFD or in a combined PFD/MFD reversionary display. Color bars, annunciations, and trend analysis enable real-time detection of abnormalities—often before traditional warning lights alert—improving both safety and fuel efficiency. EIS functionality is available on the G1000, G2000, G3000, G500, G600 TXi and G1275.



4. Garmin Smart Glide for GTN Xi Series Navigators

In the event of the loss of engine power in a single-engine airplane, a pilot has an urgent task - to safely fly the aircraft to a destination. The Smart Glide function provides assistance, helps the pilot to efficiently navigate to an airport in range and, with a compatible autopilot, can even fly the aircraft en route, allowing the pilot to focus on key tasks essential to this emergency operation.

- Easy initiation - Autopilot is engaged in IAS mode at best glide speed.
- Flight routing - the system recommends a suitable airport for landing and a list of alternatives.
- Autopilot Navigation - Pilot can activate the appropriate autopilot modes to receive lateral GPS guidance
- Automated Tasks - system automatically loads selected airports DTAF frequency in Primary Comm Standby, and offers a shortcut for loading 7700 squawk code.

Garmin and Leading Edge: Seamless, Safe, Forward-Thinking

By combining Blue Button autopilot recovery, TCAS traffic awareness, engine monitoring, and lighting control capabilities, Garmin delivers an avionics ecosystem that supports safer, smarter flying across disciplines. Pilots gain automation without losing intuitive manual control—making every phase of flight more precise, more predictable, and safer.

At Leading Edge Avionics, we specialize in bringing these technologies together in a unified, aircraft-specific package. Whether your mission is piston VFR, business IFR, or rotorcraft operations, our expert installations, customization, and training services ensure you're fully mission-capable and flight-deck ready.



Ready to Upgrade?

Interested in adding Blue Button autopilot, TCAS, engine monitoring, or smart lighting control to your aircraft—or helicopter? Contact Leading Edge Avionics for a no-cost consultation. We'll tailor a Garmin-based solution to your airframe, mission profile, and safety goals—so you can fly smarter, safer, and with greater assurance.



OSHKOSH BY THE NUMBERS — BRONCO BUZZ & ALBATROSS ADMIRATION



Every year, aviation lovers from around the world set their sights on Oshkosh, Wisconsin—and pilots are already gearing up for **AirVenture Oshkosh 2026**, running **July 20–26**. Flight plans are being penciled in, camping gear is coming out of storage, **avionics upgrades are getting scheduled**, and anticipation is building for another unforgettable week of aviation overload.

As excitement grows for what's ahead, it's worth looking back at **Oshkosh 2025**, when Leading Edge Avionics made a major splash by showcasing not one, but **two fully restored legends**: the North American Rockwell **OV-10 Bronco** and the Grumman **HU-16 Albatross**.

Both aircraft were fan favorites—drawing crowds, selfies, and excitement. And best yet, **both aircraft feature full avionics stacks by Leading Edge Avionics**.

But beyond the planes, the people, and the sunburns—here's a by-the-numbers look at just how wild Oshkosh got this year:

The Big Stats

- **Attendance**
Approximately **704,000** people touched down at the event. That's more than the population of Boston—plus everyone's cousin who knows how to fly.
- **Aircraft**
Over **10,000** aircraft arrived, filling runways, grass strips, and probably a few spare parking lots.
- **Showplanes**
A whopping **2,543 showplanes** were on display—including vintage classics, fiery warbirds, sleek experimentals, and two Leading Edge headliners.
- **Commercial Exhibitors**
A record **962 commercial exhibitors** set up shop, showing off the latest in avionics, gear, tech, and camping chairs you can actually sleep in.

- **Volunteers**

Nearly **6,000 volunteers** made it all happen—fueling airplanes, guiding traffic, and somehow finding room for one more plane.



Time for a Mid-Air Stretch

Before we go further, let's be clear: **This wasn't just a fly-in—it was a full-throttle aviation festival. And with our OV-10 Bronco parked in the warbird section, surrounded by a gaggle of admirers asking "Can I climb in it?"—the excitement was real.**

Meanwhile, our **Grumman Albatross** practically had its own gravity well. Kids, veterans, and fellow pilots couldn't get enough of its vintage rescue plane vibes.

Now back to the stats...

- **Economic Impact**

Oshkosh delivered an estimated **\$257 million** in regional economic impact. Not bad for a week of prop noise and bratwursts.

- **Aircraft**

2,305 international visitors checked in from **94 countries**, proving once again that aviation is a truly global language (spoken mostly in hand signals and excited yelling over engines).

- **Forums & Workshops**

There were more than **1,600 forums, workshops, and presentations**, covering everything from avionics wiring to how not to get yelled at by tower controllers.

- **Commercial Exhibitors**

The EAA's social platforms reached nearly **22.9 million people**, racking up **2.2 million engagements**. Pretty sure 90% of those were people reposting the Albatross.

- **Camping**

Over **15,000 campsites** filled up with tents, trailers, RVs, and one questionable hammock suspended from a Cessna 150.





And Then... There's the "Real" Oshkosh Experience

Because not all numbers involve aircraft...

- **Multiple hangovers**
Multiple hangovers were reported from the **SOS Brothers tent**. As tradition demands.
- **Sunburns and dehydration?**
Sunburns and dehydration? Easily in the hundreds. SPF 50 was no match for Wisconsin sun and tarmac reflection.
- **Thousands of blisters**
were spotted on feet from marathon walks between aircraft rows.
Tip: do **not** break in new boots at Oshkosh.
- **One wrong takeoff...**
on a taxiway. We won't name names. But the good news? Nobody got hurt, and someone probably got a great GoPro video.
- **Zero arrests**
That's right—700,000 pilots, mechanics, air traffic controllers, and superfans... and not a single pair of handcuffs. Aviation: the friendliest crowd in town.

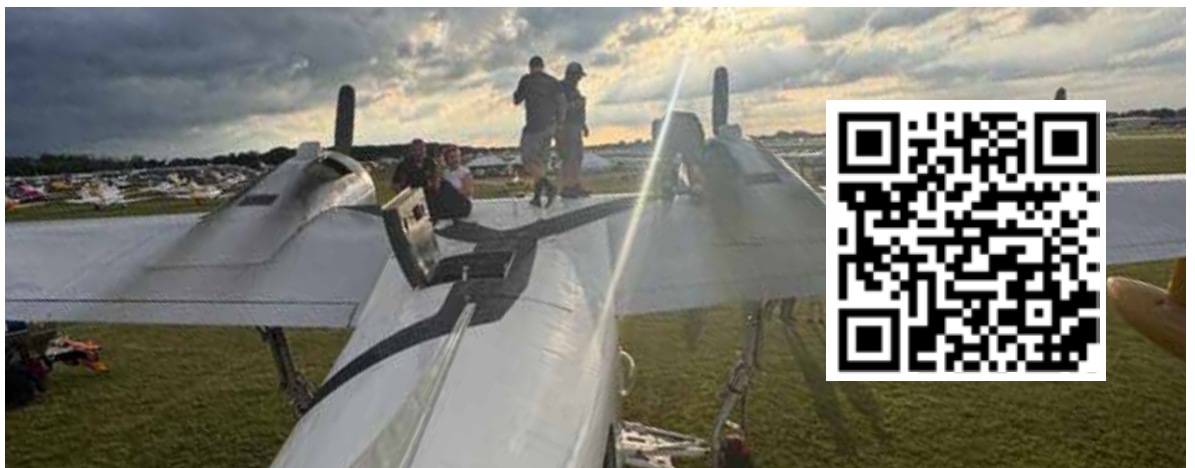
Looking Back, and Ahead

Oshkosh 2025 reminded us what aviation is all about—passion, innovation, history, and community. It's about seeing the kid in the front row stare up at the Bronco like it's a spaceship. It's the WWII vet who walks up to the Albatross, puts a hand on its hull, and says, "I flew in one of these."

For Leading Edge Avionics, it was more than a trade show. It was a celebration of flight, restoration craftsmanship, and the power of keeping legends flying. We were proud to be there—not just showing off avionics, but showing off what happens when engineering meets aviation heritage.

See you in 2026.

(And yes, we're already prepping our display... just maybe with more sunscreen.)



TROUBLESHOOT & REPAIR



What's Behind Your Panel?

Avionics Troubleshooting and Repairs

When you glance overhead at your avionics stack, those sleek displays and tidy wiring hide a world of complexity. What lies behind that panel can make the difference between a smooth flight and a life-threatening emergency. In this article, we pull back the curtain—highlighting real-world mistakes, poor workmanship, and the vigilance required to keep you safe.

The Golf-Tee Plug That Could Have Been Fatal

At Leading Edge, we once discovered a critical hose plugged by a golf tee—installed by a previous avionics shop. Exactly what function the hose served is beside the point: a foreign object of any kind within aircraft plumbing or wiring is a serious red flag. It's a vivid reminder—cutting corners or shortcuts can quietly undermine safety long before anyone notices.



Five Facts from the Accident Report Files

- **Installation Errors = Leading Cause:** According to FAA data, installation mistakes—wrong part, misalignment, reversed wiring—are the top cause of GA maintenance-related accidents.
- **Maintenance lapses caused crashes:** In one Piper PA-28 accident, improper routing and installation of an oil-pressure sensor line during an avionics retrofit led to copper fatigue, oil starvation, engine failure—and a crash landing.
- **Levelling out leads removed:** One crash occurred after an avionics shop removed a newly installed PFD post-incident, preventing investigators from determining if its placement had interfered with flight control systems.
- **Pitot tubes blocked:** The tragic Birgenair Flight 301 crash in 1996 was traced to a blocked pitot tube—likely from a wasp nest. The aircraft had been parked unused, and pitot covers hadn't been installed during that time.
- **Control cables mis-installed:** Air Astana Flight 1388 nearly crashed due to an aileron cable installed incorrectly, rendering roll control nearly unresponsive—due entirely to installation error.



Why These Mistakes Occur (and How to Spot Them)

- **Tool control failures:** Leaving tools or debris—like the golf tee—inaccessible areas is a persistent risk. Aircraft maintenance demands strict accounting of every tool used.
- **Skipping validation steps:** Manuals and installation guides often get ignored in favor of expediency. Cases of sensors installed backwards or wires reversed are sadly not uncommon.
- **Shoddy parts sourcing:** Unapproved or counterfeit parts—bolts, circuits, connectors—pose invisible danger and have been linked to at least 24 accidents killing seven between 2010–2016 alone.



What Goes Wrong Behind the Panel

- Sensors and critical wires incorrectly wired or improperly seated can cause false readings—or no readings at all—leading to misdiagnosis in flight.
- Air data system contamination—blocked pitots or static ports—can mislead airspeed instruments, autopilots, or warning systems, potentially leading to loss of control.
- Power and bus errors: Installing avionics without proper fuse blocks, clamps, or strain relief can lead to intermittent power failures or even wire chafing and fire risk.



How Leading Edge Does It Differently

At Leading Edge Avionics, we prioritize:

- **Strict tool control:** Every screwdriver, clip, and drill bit is tracked throughout the job. No surprises under the panel.
- **Rigorous installation audits:** We never guess or cut corners—every connection, torque spec, bracket, hose, and wire is verified per OEM or TSO standard.
- **Functional validation:** Beyond simply powering up, we test every sensor, autopilot axis, warning system, and cable path—often simulating failure scenarios to verify redundancy and reliability.
- **Clean documentation & compliance:** Every part and step is recorded. We never install unapproved components, and every portion meets FAR Part 43 or 145 requirements as applicable.



Why You Should Care

You don't see what happens behind the panel—but your life might depend on it. Mistakes can hide for years, only manifesting under stress or failure. Do-it-cheap or do-it-fast installations often lead to:

- **Misleading warnings or flickering instrument readings**
- **Partial or complete loss of control authority**
- **Hidden fluid or fuel leaks, wiring shorts, or overheating**

To ensure safety, demand documentation, inspections, and traceability. If you suspect your aircraft has been modified or retrofitted, get a second opinion.

Final Thought

Next time your panel lights up—or goes dark—ask yourself: *What's truly behind it?*

At Leading Edge Avionics, we aren't just fixing avionics—we're preserving flight safety. We test, we document, we troubleshoot deliberately. Because lives—and the love of flying—depend on it.





MISS HAPS WEATHER

Every cause needs a champion. **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.

Miss Haps Speaks: What's Behind Those Avionics Accidents in 2025?

Hey pilots, mechanics, and yes—FAA, you did it again... or you didn't, depending on which side of the cockpit you're on. It's Miss Haps here with a "Wowza" deep dive into 2025's most sobering avionics-related accidents. Buckle up—this is serious stuff.

✈ **Accident #1: Height Misreading + Helicopter + Jet = Disaster**

Let's get real about the **Potomac River mid-air collision** over Washington, D.C.—67 lives lost when an Army Black Hawk helicopter collided with an American Eagle regional jet. Initial NTSB findings flagged a **faulty barometric altimeter** in the helicopter, misreporting altitude by 80–100 feet and placing it above its approved ceiling. FAA warnings about that helicopter route had been floating around for years, but were ignored. FAA did not mandate ADS-B on that helicopter either—which could've made a huge difference. This one hurts, folks—but there is a way forward. We expect the FAA to follow congressional recommendations that would require **both ADS-B In and Out for all aircraft, including military**, especially near active airports. Two-way visibility isn't a "nice to have"—it's how collisions get avoided. The final NTSB report is due out this month, and you know Miss Haps will be reading it cover to cover. Lessons learned mean safer skies, and that's always all good in my logbook.

✈ **Accident #2: Avionics Fail or Pilot Flaw?**

Bering Air Flight 445, a single-engine Cessna Caravan over the Bering Sea, crashed on Feb 6—killing all aboard. Investigation pointers include aircraft overloading and failure of de-icing systems, but the root may lie in a lack of redundant avionics backup alerts in icing conditions. No direct avionics failure has been confirmed—just a chilling reminder that sensor, data link, and alert design must account for environmental hazards.

Why These Crashes Matter: Avionics Errors Aren't Just Technical—They're Fatal

- **Altimeter misconfiguration** and **sensor drift** can betray flight crews, especially in visual-separation or RVSM-class airspace.
- **Ignored system alerts (or lack thereof)** reduce situational awareness until it's too late.
- **Failure to install or mandate ADS-B, proper radios, or backup displays** is cutting corners that cost lives.
- **Poor interconnection plans**—like no audible alerts, or misconfigured warning hierarchies—can obscure critical avionics failures until catastrophe.

Pilot error is often cited—around 53% of accidents per FAA stats—but when avionics mislead the pilot, the fault lies deeper.



Miss Haps Cleans Up: How Leading Edge Avionics Does It Better

At **Leading Edge Avionics**, we treat your avionics stack like a cockpit safety vault—not just cool screens on the panel.

- **Redundancy checks** everywhere: dual sensors, backup alt data, cross-check alarms.
- **Rigorous calibration** and installations per OEM/TSO standards.
- **Alert testing** for every sensor axis, altitude board, autopilot trigger, and ADS-B failure.
- **Speak up, FAA:** Demand route reviews and mandates for ADS-B in special-use or rotorcraft routes.

Final Thought from Miss Haps

Next time you glance at your panel or autopilot screen, ask: Is this system singing its song—or hiding a cough? If something feels off, speak up. Get a second opinion. Don't let "tech issues" become safety issues.

FAA, please do the job you're paid to do. Pilots and shops, stay on your toes. Everyone, stay cautious—but never lose faith in safety.

Keep crushing it, G! Until next issue,

Miss Haps





CHINO AIRPORT

DISCOVER THE CHINO ADVANTAGE: LEADING EDGE AVIONICS AT KCNO

If you're looking for top-tier avionics service, reduced labor rates, and quick turn times—all in a pilot-friendly location—look no further than **Leading Edge Avionics' facility at Chino Airport (KCNO)**. Located in the heart of Southern California, this satellite location delivers the same trusted expertise that's made Leading Edge a premier name in the industry, with some serious perks that make it a standout for aircraft owners and operators.



Lower Labor Rates, Same High Standards

One of the biggest advantages of the Chino facility is its **reduced labor rate**—a cost-saving benefit that comes without compromising quality. Whether you're in for a minor squawk repair or a full panel retrofit, you're getting **the same FAA-certified technicians**, the same high-quality components, and the same attention to detail that defines Leading Edge Avionics.

By operating at a more affordable airfield, the Chino team passes those savings on to customers, making it a smart option for owners trying to manage costs without cutting corners.

Fast Turn Times to Get You Back in the Air

Aircraft downtime is frustrating and expensive. That's why the team at KCNO is focused on efficient service and rapid turnaround. The Chino shop is optimized for speed, with streamlined workflows and readily available parts to keep your aircraft moving. Pilots consistently report shorter wait times—without sacrificing precision or professionalism.

Whether it's a scheduled upgrade or a last-minute troubleshooting call, the Chino crew knows how to deliver under pressure.



Pilot-Friendly Airport with Big Perks

Chino Airport is known among aviators for its easy access and stress-free operations. There are no commercial flights to contend with, making for quick taxi times and easy arrivals and departures. The layout is intuitive, and parking is ample.

Plus, fuel at KCNO is some of the cheapest in Southern California, which makes it a great place to fill up before heading back to home base.

Fly In for Service, Stay for the Experience

If you've got time while your avionics work is underway, Chino offers a few attractions you won't find at your average general aviation airport. Right on the field, you'll find Flo's Café, a legendary pilot hangout with classic American diner food and unbeatable hospitality. It's been a breakfast and lunch favorite for decades.

Also on the airport grounds is the renowned Planes of Fame Air Museum, home to one of the finest collections of flying vintage warbirds in the world. It's a rare opportunity to see aviation history come alive—right next door to where modern avionics are being installed.

Your Southern California Service Hub

With affordable pricing, fast service, great local attractions, and the proven excellence of the Leading Edge Avionics brand, the Chino facility is becoming a go-to destination for pilots who want the best without the hassle or high price tags of coastal airports.

If you're ready for exceptional avionics service with down-to-earth pricing and a welcoming airfield experience, set a course for KCNO.

Leading Edge Avionics—now serving you from Chino.



COCKTAIL

THE LEADING EDGE AVIONICS COCKTAIL

This cocktail is a balanced and complex drink that takes inspiration from the precision and sophistication of modern avionics. The base is a high-quality gin, representing the classic, foundational elements of flight. The drink's "leading edge" is the unique combination of vibrant, electric blue curaçao and a touch of tartness, reminiscent of the bright screens and cutting-edge technology found in a cockpit. The fizz and a delicate, cloud-like foam on top represent the thrill of ascending to the sky.

Have one of the local airport pubs mix a "Leading Edge" for you after the last flight of the day.

- **The Landing Zone (KCRQ)**

Located at McClellan-Palomar Airport in Carlsbad, this restaurant is known for its live music and great food.

- **Foxy's Landing (KWJF)**

A popular spot at California City Municipal Airport, offering a unique dining experience.

- **DC-3 Gifts and Grill (KAVX)**

A mountaintop airport cafe on Catalina Island, offering a memorable dining experience and a scenic flight.

- **Casa Machado (KMYF)**

Classic Mexican food on the upper deck, overlooking the GA ramp and the aircraft you probably just flew in on. A new spin on fly-and-dine experience with the \$100 taco.



INGREDIENTS

- 2 oz Gin (a classic London Dry gin works best)
- ¾ oz Freshly squeezed lime juice
- ½ oz Blue curaçao
- ½ oz Orgeat syrup
- 1 Egg white (or aquafaba for a vegan option)
- Club soda
- Lime wheel for garnish



INSTRUCTIONS

Dry Shake

In a cocktail shaker, combine the gin, lime juice, blue curaçao, orgeat syrup, and egg white (or aquafaba). Do not add ice yet. Shake vigorously for at least 15 seconds. This "dry shake" is crucial for emulsifying the egg white and creating a rich, frothy texture.

Wet Shake

Add ice to the shaker and shake again for another 15-20 seconds, or until the shaker is thoroughly chilled.

Strain

Strain the mixture into a chilled highball or Collins glass.

Top with Club Soda

Slowly top the drink with club soda, which will create a light, bubbly texture and push the foam to the surface.

Garnish

Garnish with a lime wheel placed on the rim or floating in the drink.

The result is a striking, two-toned cocktail with a brilliant blue body and a clean, white foam on top. It's a perfect blend of citrus, botanical, and nutty flavors with a crisp finish, mirroring the smooth, calculated experience of modern flight.



TESTIMONIALS

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The professionalism and customer service at Leading Edge Avionics are top-notch. When I dropped off my plane off for a software update the technician was in contact within a couple of hours to double check that everything I needed was enabled. The staff went out of their way to make sure I was able to take my plane home the same day, arranging for a large jet that was blocking me to be moved, and staying late to confirm my avionics were in good working order before locking the hangar.

Laura Storke



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Had a great experience with all the staff at leading edge. Took my archer in for gps and ap upgrades. They had it all done when they said it would. Staff even met me on a Saturday to test and pick up. Something wasn't set correctly and Zach spent a few hours (on Saturday) making it right. As with anything in aviation.... You really get what you pay for.

Casey Pozdolski



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I went to Leading Edge at Chino Airport to see their G3X demo unit. They don't have this at their facility at John Wayne Airport. I had called and asked about this. When I was there, one of the avionics technicians, Ryan, came out to briefly explain the G3X as well as the other units on display, and to answer my questions. He spent about 15 minutes quickly going over it all. The G3X is very impressive with all that it will do. Thank you, again, Ryan!

John Mahany



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I've used Leading Edge over the past three years on all of my aircraft in the fleet and they continue to impress. They've generally met every schedule as promised and are seemingly able to source parts faster anyone else at very competitive pricing. Highly recommend!

Carter Ewing



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I have used Leading Edge for several major projects over the last few years and I've been consistently impressed with the quality of work, attention to detail, and customer service. They have done a fantastic job and I continue to use them for all of my installation and inspection needs in the future.

James Webb



FUN FACTS

Aviation isn't just about altitude and airspeed—it's full of fascinating trivia that connects the past, present, and future of flight. Whether you're behind the yoke or just along for the ride, here are a few sky-high facts to impress your hangar mates.

1. The Wright Brothers' First Flight Was Shorter Than a 747's Wingspan

In 1903, the Wright brothers flew just **120 feet** in 12 seconds. A modern Boeing 747's wingspan is over 200 feet, meaning that first flight could've happened entirely underneath the wing of today's jumbo jet. Aviation has come a long way in just over a century.

2. Airline Pilots and Co-Pilots Eat Different Meals

Most commercial operators require the pilot and co-pilot to eat different in-flight meals to reduce the risk of both getting food poisoning. It's a smart precaution—because when the cockpit needs a hero, only one can go down with the bad shrimp.

3. Weather Radar Can See a Storm Coming From 320 Miles Away

Today's onboard airborne weather radar systems are incredibly advanced, capable of detecting storms up to 320 nautical miles ahead. That means pilots can anticipate and avoid dangerous weather patterns long before the turbulence hits your ginger ale.

4. The World's Busiest Air Route —Not Where You Think

It's not New York to L.A. or London to Paris. The busiest air route on Earth is Seoul to Jeju Island, South Korea, with over 100 flights a day—more than some entire airports handle. If you thought your commute was bad...



5. Wiring in a Modern Jetliner Can Stretch Over 100 Miles

Avionics are the nervous system of an aircraft. In a modern airliner, there can be more than 100 miles of wire—running everything from the radios and displays to landing gear and lighting. That's enough wire to stretch from Los Angeles to Palm Springs!

Aviation is full of clever design, incredible advances, and yes, even a few oddball facts that make you appreciate just how far we've come. Got a fun aviation tidbit to share? Send it our way, and it might land in the next issue!





LEADING EDGE AVIONICS

THE RECOGNIZED LEADER

Safety.
Quality.
Value.

